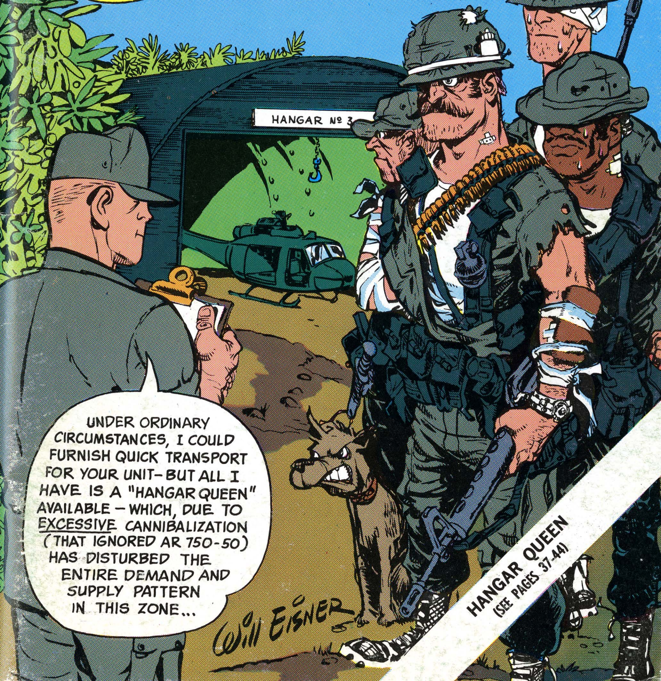
Issue 220

P★S

1971 Series
March

THE PREVENTIVE MAINTENANCE MONTHLY


HANGAR № 3
UNDER ORDINARY CIRCUMSTANCES, I COULD FURNISH QUICK TRANSPORT FOR YOUR UNIT– BUT ALL I HAVE IS A "HANGAR QUEEN" AVAILABLE – WHICH, DUE TO EXCESSIVE CANNIBALIZATION (THAT IGNORED AR 750-50) HAS DISTURBED THE ENTIRE DEMAND AND SUPPLY PATTERN IN THIS ZONE...
Will Eisner

HANGAR QUEEN
(SEE PAGES 37-44)

YOU CAN GET...

LOGISTIC

SUPPLY REQUEST
CA2765

Sometimes it seems the bottom just drops out of the whole outfit . . . and your maintenance and supply just won't hack it.

When you have real bad problems on maintenance and supply, you can get help. It's a 1-2 deal, like this –

1. Your outfit contacts your own direct support unit. DS either gives you some special help using its own specialists, or they train your guys to do the jobs they need training on.

2. If DS can't help, it'll call on civilian technicians who are supplied by the Army. Some may be located at your own post; others may have to be brought in. They specialize in particular kinds of equipment or in supply.

These guys come to your outfit and give on-the-job or classroom training on subjects you need help in. It might be on the right kind of operation and maintenance of equipment . . . supply procedures . . . how to do an ESC . . . how to get repair parts and publications . . .

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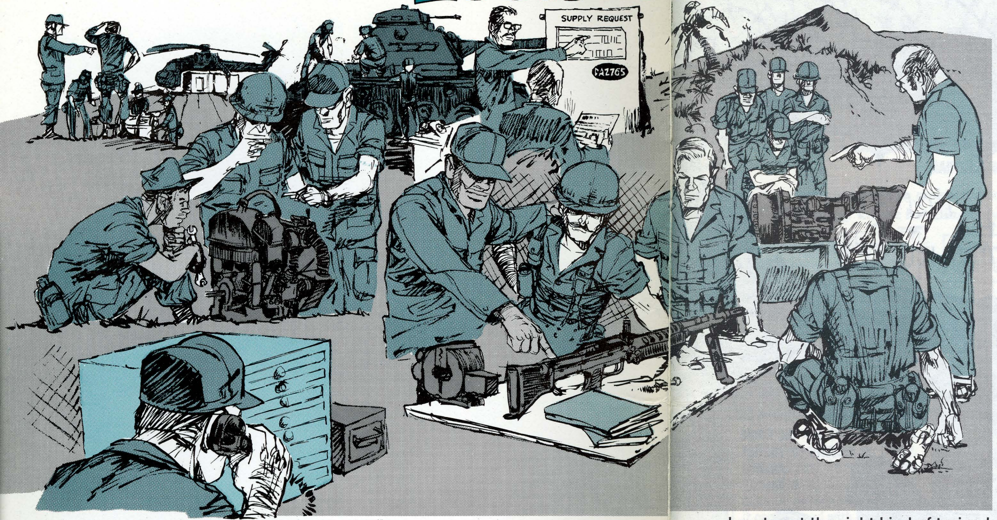

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So . . . get on the horn with your DSU. They'll either give you help or get it for you.

Your DSU sends a request thru command channels to the commodity commands for technical assistance as outlined in AR 700-4 . . . by the most expeditious means.

P.S

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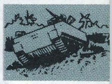

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Sgt. Half-Mast,
PS Magazine,
Fort Knox, Ky.
40121

HELP

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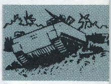

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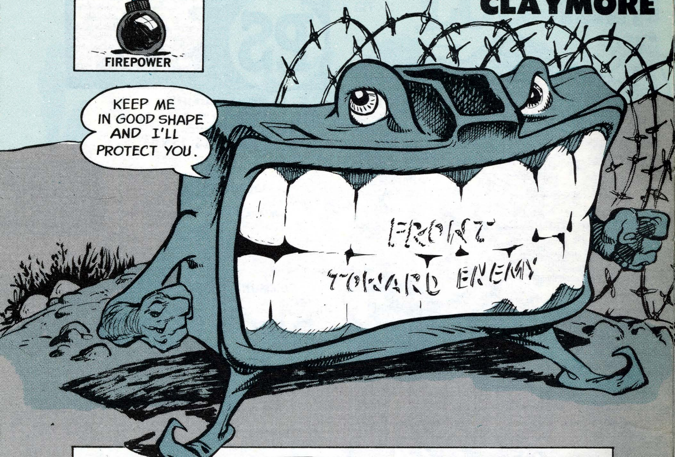
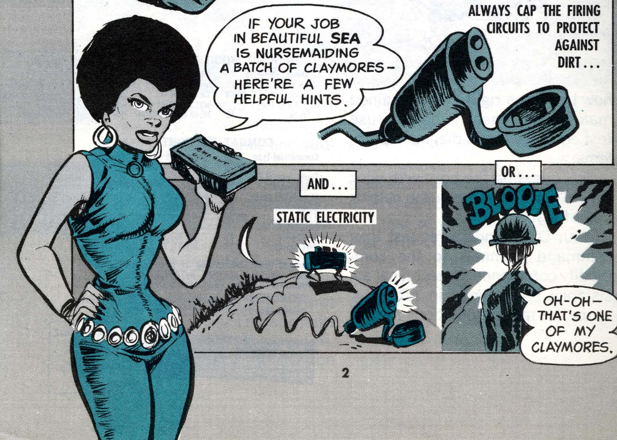
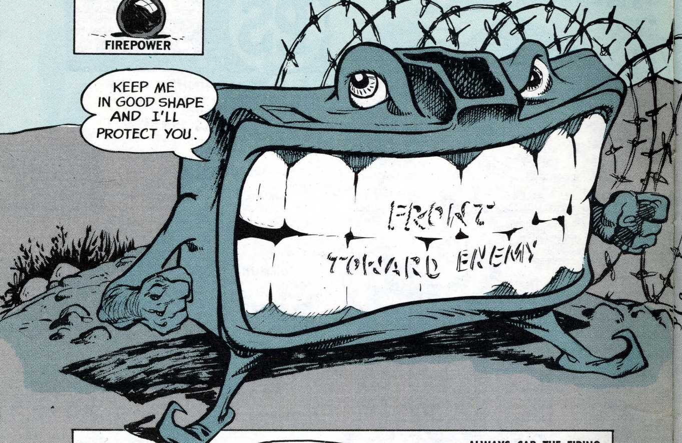
FIREPOWER

CLAYMORE


KEEP ME IN GOOD SHAPE AND I'LL PROTECT YOU.
FRONT TOWARD ENEMY


IF YOUR JOB IN BEAUTIFUL SEA IS NURSEMAIDING A BATCH OF CLAYMORES— HERE'RE A FEW HELPFUL HINTS.
ALWAYS CAP THE FIRING CIRCUITS TO PROTECT AGAINST DIRT...
AND...
STATIC ELECTRICITY
OR...
BLOOIE
OH-OH— THAT'S ONE OF MY CLAYMORES.

CLAYMORE MINE MAINTENANCE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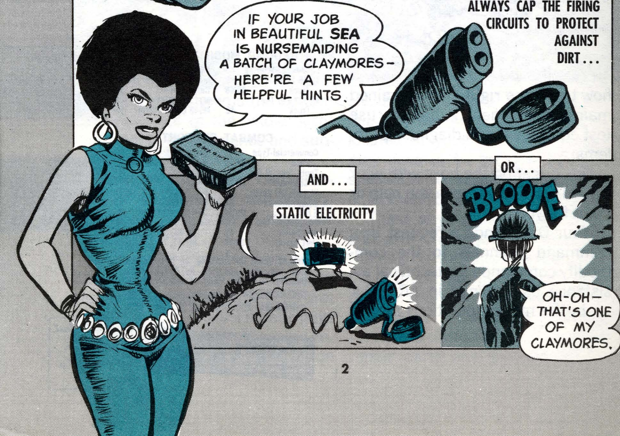
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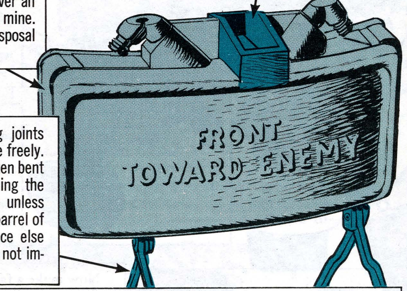
MAINTENANCE CHECK LIST

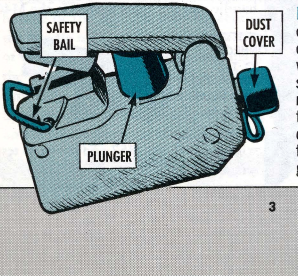
Give your mines a little maintenance inspection every day to see how they're holding up under all the handling they get.

CASE—A slight crack in either front or rear won't make the mine unserviceable. However, if there's a big crack (over an inch long) destroy the mine. (See your ordnance disposal SOP.)

SIGHT — If the sight is so badly broken it can't be used, then the M18A1 is unserviceable.


FRONT TOWARD ENEMY

LEGS — Lube the leg joints with GAA so they move freely. Clean off rust. Straighten bent legs. If a leg is missing the mine is unserviceable unless it can be used with a barrel of fougasse or some place else where lack of a leg is not important.


SAFETY BAIL
DUST COVER
PLUNGER

M57 FIRING DEVICE — Check working of safety. If a piece has been chipped out of the plastic so the safety won't work, destroy the firing device. Do the same if the dust cover is missing. If the rubber plug in the dust cover is missing the M57 is still serviceable. The rubber covering over the plunger should not be torn or ripped — otherwise water can get in and ruin it.

PS MORE

MINE MAINTENANCE

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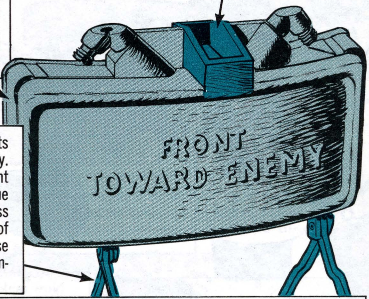

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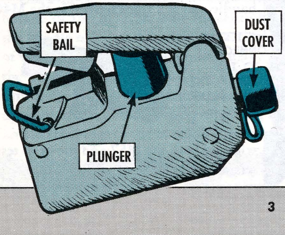

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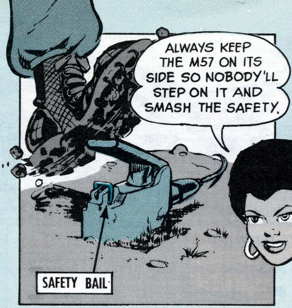
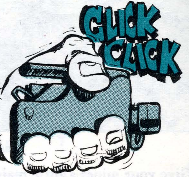
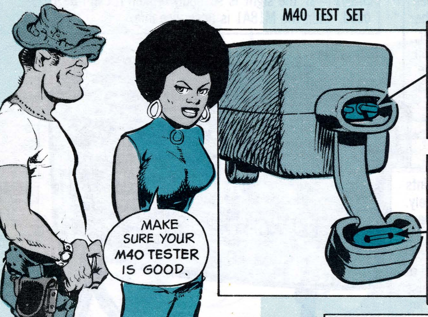

ALWAYS KEEP THE M57 ON ITS SIDE SO NOBODY'LL STEP ON IT AND SMASH THE SAFETY.
SAFETY BAIL

Work the M57 with a quick, firm, squeeze on the lever to give you the double pulse you need. Be sure the safety bail is in the "safe" position at all times, except during use.


CLICK CLICK

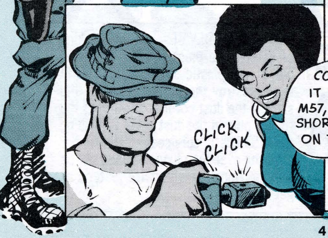
M40 TEST SET


MAKE SURE YOUR M40 TESTER IS GOOD.

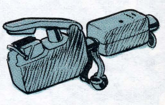
If the terminals are corroded, gently rub them until you can get good electrical contact after which a little preventive maintenance (more rubbing) will keep the terminals in shape.

Your M40 test set could give you a false reading if it's not working right so the first thing to do is test the tester.

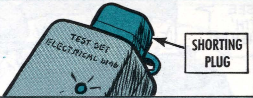
If the shorting plug is missing you can never be sure whether the tester is good or not so destroy the tester.


CONNECT IT TO THE M57, WITH THE SHORTING PLUG ON THE M40.
CLICK CLICK

Now make a fast squeeze on the M57 handle and if a light flashes in the M40 window both the M57 and the M40 test sets are good.

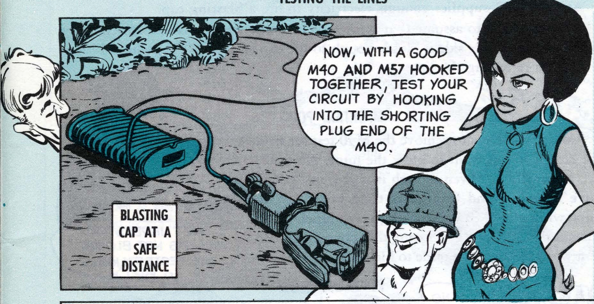


(Note: The dust cover shorting plug must be on the end of the M40 before you make this test because otherwise you would have an "open" in the line and the light would not flash in the M40 window.)


TEST SET ELECTRICAL M40
SHORTING PLUG

(If the test set shows that several M57's are faulty, retest with another test set before you discard any M57's because your test set might be defective. Be sure you hold the window of the test set close enough to your eye so you can see the lamp flash in bright sunlight.)

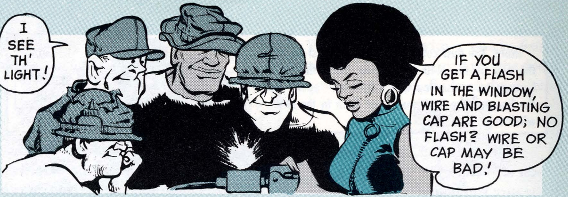
TESTING THE LINES


NOW, WITH A GOOD M40 AND M57 HOOKED TOGETHER, TEST YOUR CIRCUIT BY HOOKING INTO THE SHORTING PLUG END OF THE M40.
BLASTING CAP AT A SAFE DISTANCE

(Note: Test your line **before** you put the blasting cap in the detonator well. That way, if something goes wrong, you'll only blow the cap and not the cap and the mine too.)

Use a quick, firm squeeze to work the handle of the M57. A slow squeeze of the handle may not complete the action of the firing device. That could make the mine go off accidentally at a later time if the M57 got jarred, releasing the upward action of the device and giving an electric pulse to the blasting cap.

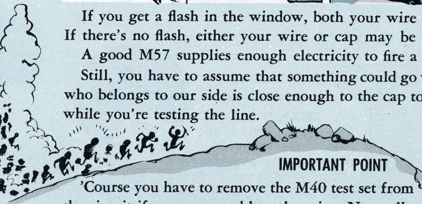
PS MORE


I SEE TH' LIGHT!
IF YOU GET A FLASH IN THE WINDOW, WIRE AND BLASTING CAP ARE GOOD; NO FLASH? WIRE OR CAP MAY BE BAD!

If you get a flash in the window, both your wire and blasting cap are good. If there's no flash, either your wire or cap may be bad. Replace as necessary.

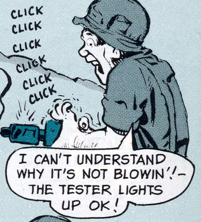
A good M57 supplies enough electricity to fire a blasting cap.

Still, you have to assume that something could go wrong so make sure nobody who belongs to our side is close enough to the cap to get hurt if it **should** blow while you're testing the line.

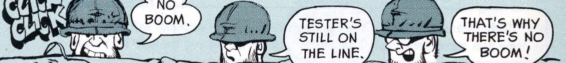


IMPORTANT POINT

'Course you have to remove the M40 test set from the circuit if you want to blow the mine. Naturally . . . Naturally . . . Even though it is obvious, people **have** forgotten and frantically tried to set off the mine while the M40 was soaking up so much of the current the M57 was generating that not enough current was getting to the mine to blow it.

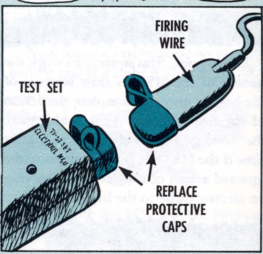

CLICK
CLICK
CLICK
CLICK
CLICK
CLICK
I CAN'T UNDERSTAND WHY IT'S NOT BLOWIN'!— THE TESTER LIGHTS UP OK!

REPLACEMENT CAP

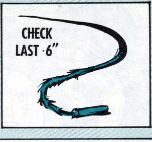

CLICK CLICK
NO BOOM.
TESTER'S STILL ON THE LINE.
THAT'S WHY THERE'S NO BOOM!

This is blasting cap, special, electric, M6, FSN 1375-028-5224 (500 per box). The M6 cap is spliced to the 100-ft lead wire after the bad blasting cap has been removed. (The M6 is the same cap found in the original equipment. In fact, the M4 blasting cap assembly is just an M6 blasting cap and 100 feet of firing wire.)

Before inspecting the wire to see if you need to replace the blasting cap, disconnect firing wire from the test set and replace the shorting plugs both in the test set and at the end of the firing wire.

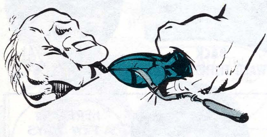

FIRING WIRE
TEST SET
REPLACE PROTECTIVE CAPS

Check out the wire, paying special attention to the last 6 inches near the blasting cap because experience shows most of the breaks happen there. If you find a break in the wire, either tape it up or string new wire, depending on where and how serious it is.



If the break is within 6 inches of the blasting cap, replace the cap. This is the way you do it:

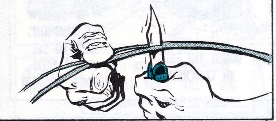
1. With wire cutters cut through both strands of rubber-coated wire an inch back from the break.



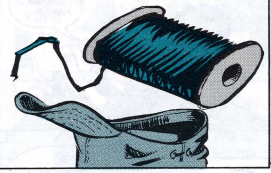
2. Get rid of the blasting cap and attaching wire according to your local SOP for explosive ordnance disposal.

WHO LOST THAT EOD SOP?

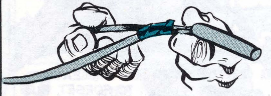
3. Working back from the cut you made in the wire, separate and pull apart the 2 strands for a distance of about 4 inches. (A penknife or long fingernails would help you get it started.) Then with a knife or wirestripper, get the insulation off the last 1/2 inch from the ends.



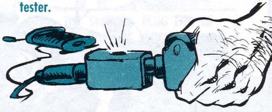
4. Unroll the wire of an M6 blasting cap from its plastic shipping spool. With the blasting cap in a safe position, take the short-circuiting tab off the wire.



5. Now splice the blasting cap to the firing wire in any one of the approved ways, making sure the wires are firmly twisted together before insulating both connections with insulating tape.

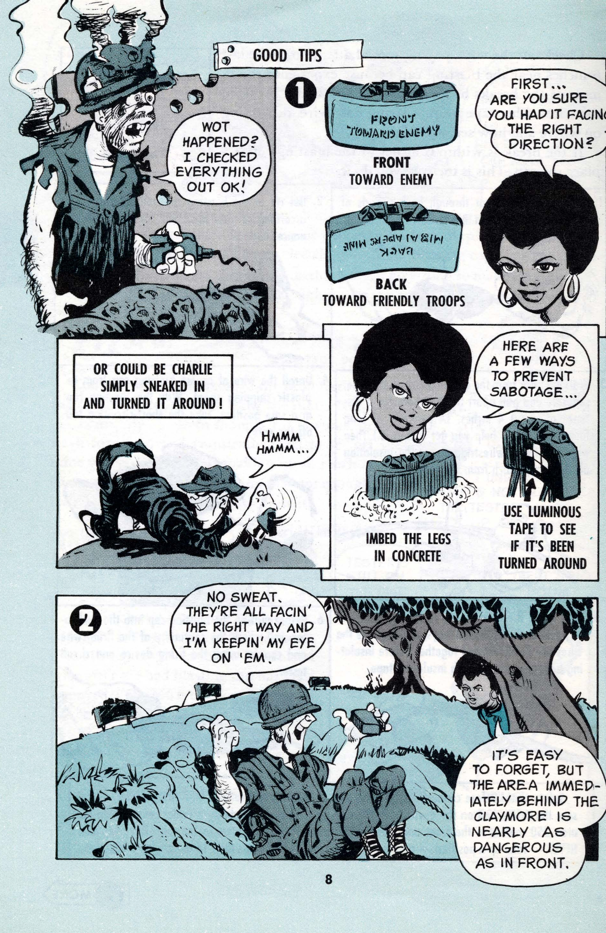


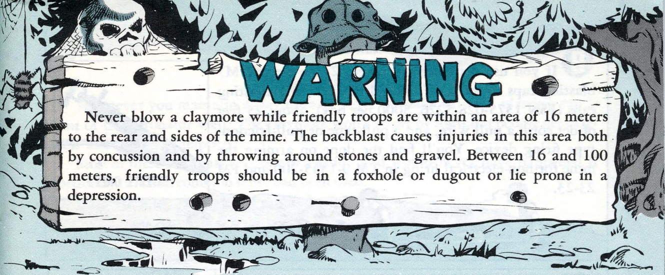
6. Before putting the blasting cap into the detonator well, check the continuity of the firing wire and cap by using the firing device and circuit tester.



Safety Note: Before connecting the firing wire to the M40 test set and M57 firing device, make sure the safety bail on the device is in the safe position and everybody is under cover within an area 250 meters to the front and sides of the mine and 100 meters to the rear. Never — like NEVER — take up a position — covered or uncovered — that's less than 16 meters from the mine.

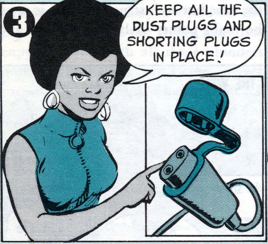
PS MORE

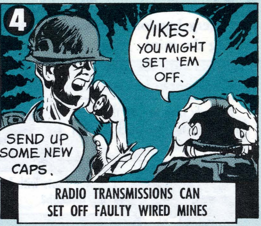

GOOD TIPS
WOT HAPPENED? I CHECKED EVERYTHING OUT OK!
1
FRONT TOWARD ENEMY
FIRST... ARE YOU SURE YOU HAD IT FACING THE RIGHT DIRECTION?
FRONT
TOWARD ENEMY
BACK M18A1 APERS MINE
BACK
TOWARD FRIENDLY TROOPS
OR COULD BE CHARLIE SIMPLY SNEAKED IN AND TURNED IT AROUND!
HMMM HMMM...
HERE ARE A FEW WAYS TO PREVENT SABOTAGE...
IMBED THE LEGS IN CONCRETE
USE LUMINOUS TAPE TO SEE IF IT'S BEEN TURNED AROUND
2
NO SWEAT. THEY'RE ALL FACIN' THE RIGHT WAY AND I'M KEEPIN' MY EYE ON 'EM.
IT'S EASY TO FORGET, BUT THE AREA IMMEDIATELY BEHIND THE CLAYMORE IS NEARLY AS DANGEROUS AS IN FRONT.

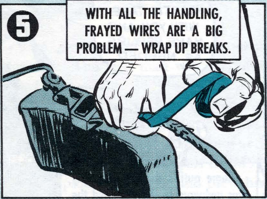


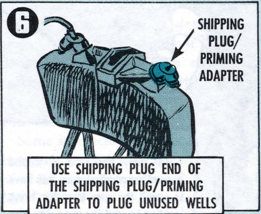
WARNING

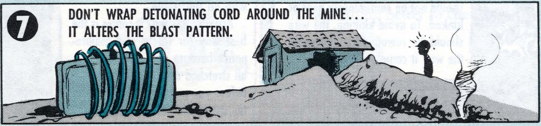
Never blow a claymore while friendly troops are within an area of 16 meters to the rear and sides of the mine. The backblast causes injuries in this area both by concussion and by throwing around stones and gravel. Between 16 and 100 meters, friendly troops should be in a foxhole or dugout or lie prone in a depression.


3
KEEP ALL THE DUST PLUGS AND SHORTING PLUGS IN PLACE!


4
YIKES! YOU MIGHT SET 'EM OFF.
SEND UP SOME NEW CAPS.
RADIO TRANSMISSIONS CAN SET OFF FAULTY WIRED MINES


5
WITH ALL THE HANDLING, FRAYED WIRES ARE A BIG PROBLEM — WRAP UP BREAKS.

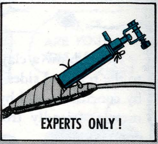

6
SHIPPING PLUG/ PRIMING ADAPTER
USE SHIPPING PLUG END OF THE SHIPPING PLUG/PRIMING ADAPTER TO PLUG UNUSED WELLS


7
DON'T WRAP DETONATING CORD AROUND THE MINE... IT ALTERS THE BLAST PATTERN.

PS MORE

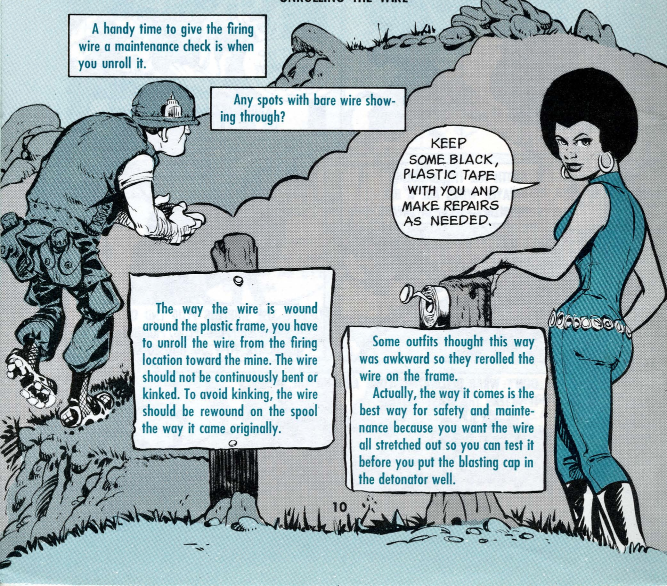
NON-ELECTRIC CAP

8 If you use det cord, try to get 2 non-electric M7 blasting caps to set it off. You'll need the M7 blasting caps (FSN 1375-028-5226, 5000 per box), about 25 feet of det cord, a pull wire, and a pull-type or pull-friction-type firing device. You'll find the dope on arming the mine for non-electrical firing in TM 9-1345-200 and FM 23-23.


EXPERTS ONLY!

9 You won't have a TM with you all the time but an instruction sheet is sewn into every bandoleer covering some of the main points in laying, aiming and arming the mine.

UNROLLING THE WIRE



A handy time to give the firing wire a maintenance check is when you unroll it.

Any spots with bare wire showing through?

KEEP SOME BLACK, PLASTIC TAPE WITH YOU AND MAKE REPAIRS AS NEEDED.

The way the wire is wound around the plastic frame, you have to unroll the wire from the firing location toward the mine. The wire should not be continuously bent or kinked. To avoid kinking, the wire should be rewound on the spool the way it came originally.

Some outfits thought this way was awkward so they rerolled the wire on the frame.

Actually, the way it comes is the best way for safety and maintenance because you want the wire all stretched out so you can test it before you put the blasting cap in the detonator well.

SPECIAL MAINTENANCE

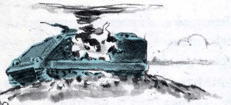
Whenever you maintain a claymore or move it, make sure the blasting cap is out of the detonator well. The claymore won't go off by itself but people get careless and accidents happen.

Most of these accidents are "one of a kind" and would never have happened if ordinary care and common sense had been used.

Here are some examples of unsafe practices:

1

Several claymores were piled on top of an A-CAV with **blasting caps still in the wells, frayed wires on the cap lead -ins,** and **the firing lines not capped.** Even with all these blunders nothing happened until the driver pressed his TRANSMIT button. The RF (radio frequency) energy from the antenna exploded the caps and blew the mines. There were several casualties.



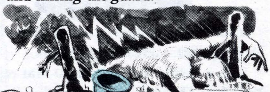
2

A 2-man team was setting out a claymore. The lead man was carrying the claymore **with the blasting cap in the well.** The other man was carrying the M57 firing device in his pocket **attached to the line.** He heard firing and dived to the ground, setting off the M57 which exploded the mine and blew his buddy away.

3

A perimeter guard checking out a noise during an electrical storm **got in front of a claymore,** the firing line for which was **neither capped nor attached to an M57.**

A lightning flash set up a current in the uncapped line, blowing the mine and killing the guard.



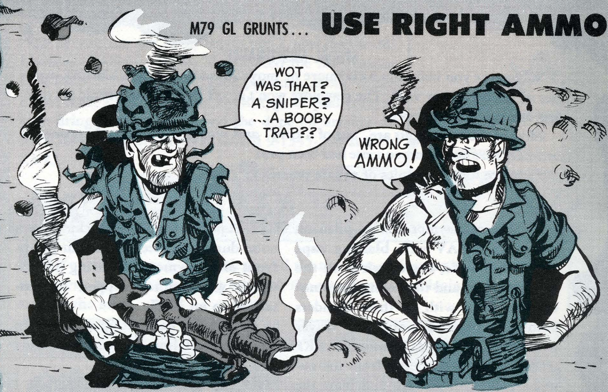
4

Taking the C4 out of a claymore to heat your rations is dangerous 2 ways: (a) When burning it gives off dangerous fumes that, in a confined space can send you into convulsions. (b) It's a poison and if any of it gets into your food you'll be sick or worse.

Some instructors have been showing how safe the C4 is by chewing a piece of it. This grandstand stuff is now out, like OUT. There've been some serious hospital cases on account of this . . . so find something better to chew on, huh?

END

M79 GL GRUNTS... USE RIGHT AMMO


WOT WAS THAT? A SNIPER? ...A BOOBY TRAP??
WRONG AMMO!

Your 40-MM single shot M79 grenade launcher (M203 when used on the M16A1 rifle) is a real cong buster!

So is its kissin' cuzzin, the 40-MM rapid-firing aircraft grenade launcher (M75, XM129). They'll both give outstanding performances if the right ammo is used in the right gun. Never, like n-e-v-e-r, mix the rounds!

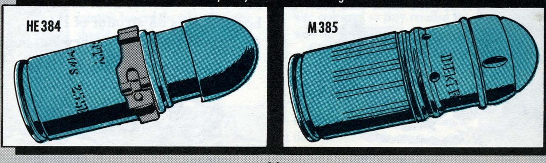
If any of you grunts find a maverick 40-MM round and aren't sure if it's authorized for your M79 **leave it be!** It ain't worth the effort to find out.

Using the high-powered aircraft ammo in your M79 can blow the barrel to smithereens. And what it does to your shoulder, you wouldn't believe.

More'n likely you grunts will happen across several different aircraft GL 40-MM rounds. They're used in Huey gunships and the HueyCobra (Snake).

Like maybe a practice round M385, or a high explosive job (M384). Each round will have its number stamped on the cartridge.

Use this ammo only on your M75 aircraft grenade launcher:



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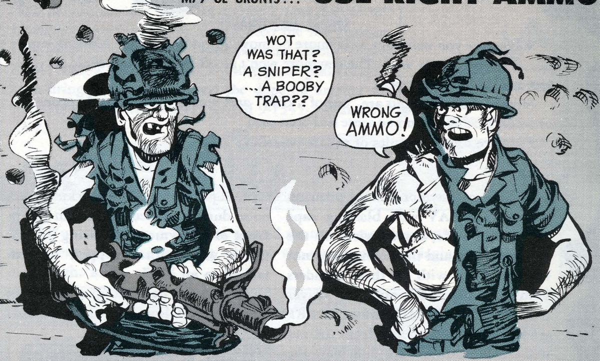
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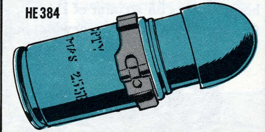
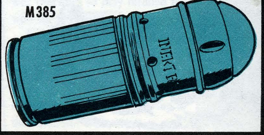


M385

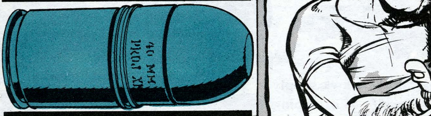


High Explosive — M384
HE w/proximity fuze — XM684

Practice — M385
WP White Phosporus — XM574
HE DP (dual purpose) — XM430

Use this ammo only in your M79 and M203:

High Explosive — M381, M406, M386, M441
Practice — M382, M407A1
Multiple Projectile — XM576E1, XM576E2
Parachute — XM583, XM661, XM662, XM658, XM659, XM660, XM669



Cluster — XM585, XM663, XM664
Smoke Canopy — XM679, XM680, XM681, XM682
Tactical CS — XM651E1
Riot Control CS — XM674
Red Smoke RS — XM675

One other point:

The M79 grenade launcher's not designed to fire pyrotechnic cartridges used in the AN-M8 Very pistol or AN-M9 hand projector. Cartridge AN-M37 thru AN-M58 are .055 inch smaller in diameter than the 40-MM ammo and have no rotating band.

Don't be a ghost loader when you use your M79 grenade launcher. Use the right ammo for the best whammo!

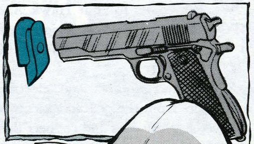
NEW .45 CALIBER PISTOL PART

Good news if you've got an M1911A1 .45-caliber pistol.

The firing pin stop has now been authorized for replacement by your unit armorer.

Ask for it under FSN 1005-501-3205.

The firing pin stop is likely to crack if you do a lot of dry firing during training. Now it'll be easier to get a new one. See Page 6, TB 750-951-4 (Sep 70).



GET A NEW FIRING PIN STOP WITH FSN 1005-501-3205.

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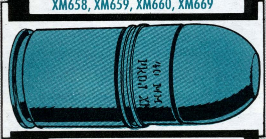

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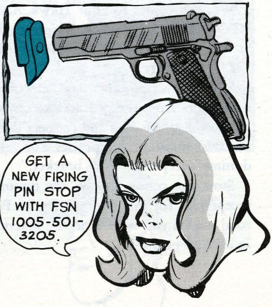
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HAWK

KEEP 'EM MOVING

How about giving the Hawk supply system — and yourself — a helping hand?

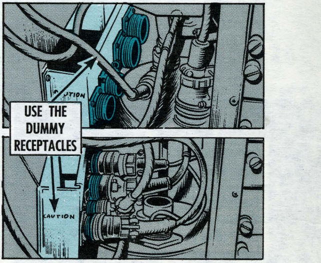
You can by not holding on to any extra cradle assemblies you might have, such as the cradle assemblies used with the electron tube liquid cooler in your AN/MPQ-34.

And, uh, friend, you can't justify holding an assembly back on the grounds the replacement'll come without a cradle.

NEED TO HEED

When it comes to your Hawk AN/MPQ-34 CW acq radar, it's right there in step C, para 43, TM 9-1400-500-12/1 (Aug 65):

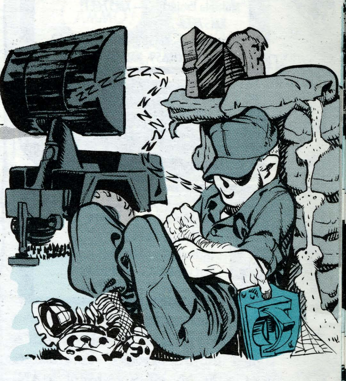
"Disconnect the pedestal electrical connectors from the pedestal electrical connector receptacles and connect them to the dummy receptacles on the dummy receptacle stow bracket."



Stow the connectors on the dummy receptacles for air shipment only. For road march you stow lock the antenna in operate position.

HAWK NOTES

KEEP 'EM MOVING



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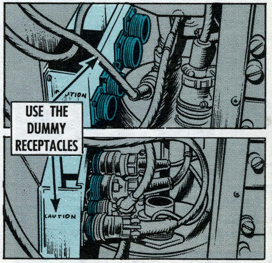
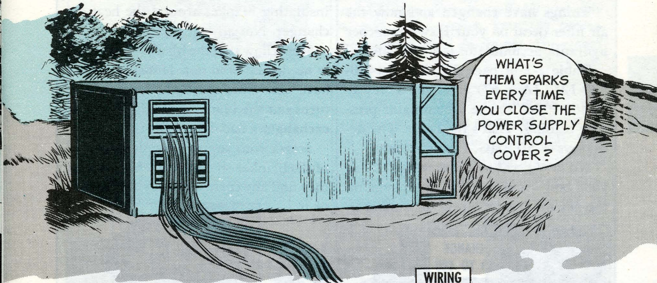

CAUTION
USE THE DUMMY RECEPTACLES
CAUTION

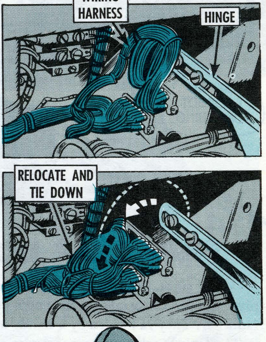
PM HINGES ON THIS

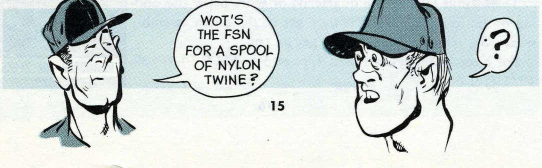

WHAT'S THEM SPARKS EVERY TIME YOU CLOSE THE POWER SUPPLY CONTROL COVER?

When you open and close the cover on the power-supply control in your Hawk battery-control central, do you eyeball the sliding hinge on the right side to see where it's going?

You might find it's going through the wiring harness that goes to the J2 connector. And that's bad 'cause the hinge can fray or bust the wiring . . . or clobber the jack pins.

So move the harness out of the way — even if it doesn't look like it's in any trouble now — by lacing it to the wiring harness for the J1 connector. Use the nylon twine that's on page 3-11 of TM 9-4935-501-25P (Aug 69). FSN 4020-527-9089 is worth a 1-lb spool.


WIRING HARNESS
HINGE
RELOCATE AND TIE DOWN


WOT'S THE FSN FOR A SPOOL OF NYLON TWINE?
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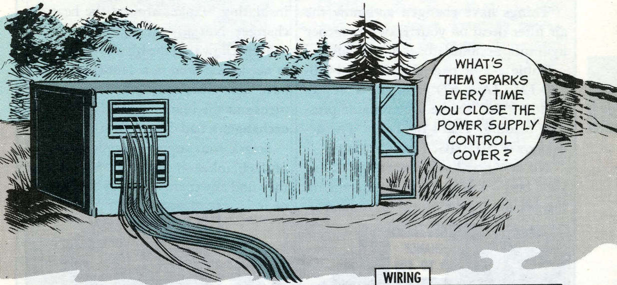
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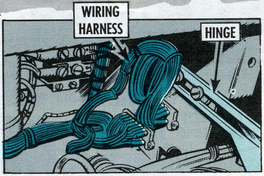
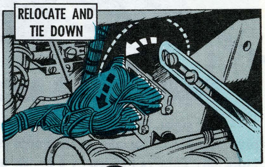

WIRING HARNESS
HINGE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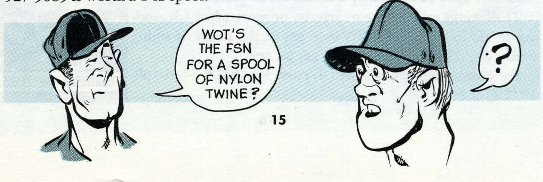
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HAWK NOTES

TIME FOR A CHANGE

Things have changed and now the air filter decal on your Hawk launcher hydraulic accumulator is out of date.

Table 2-2 of page 2-2, TM 9-1440-500-12/2 (Aug 67) gives you a leeway of 400 PSIG for the accumulator pressure reading. That's the latest. The decal says ± 50 PSIG. That's wrong.

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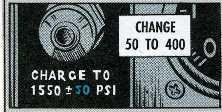
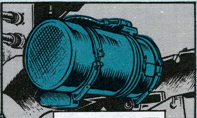


OUT WITH IT

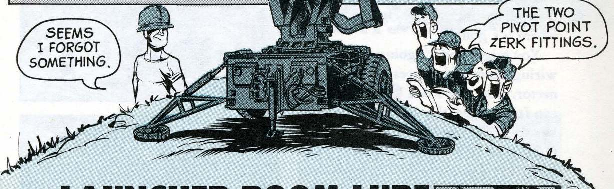
The slide-rule people used to figure that your Hawk launcher needed that insulating blanket around the heat exchanger. Not any more.

Seems now that the blanket's not really needed . . . and new launchers won't have 'em. What's really bad, though . . . turns out the blanket can give the heat exchanger a bad case of the corrodes.

So ask your support people to get rid of the blanket on your launchers. And if they find any corrosion, they'll take care of it.



SKIP THE BLANKET

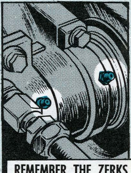

SEEMS I FORGOT SOMETHING.
THE TWO PIVOT POINT ZERK FITTINGS.

LAUNCHER BOOM LUBE

Out of sight, out of mind. That's the sad story on those 2 pivot point zerk fittings on the boom assembly of your Hawk launcher. They're hidden by a handy access plate.

The fittings take grease quarterly, or more often (depending on hours of use). Unless they get it, the boom assembly wears. So, remove the plate and get to 'em.

For a refresher, eyeball item 4, page 3-3, TM 9-1440-500-12/1 (Jul 66).



REMEMBER THE ZERKS

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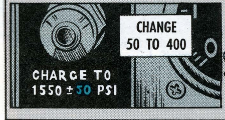
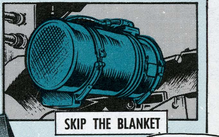

CHANGE
50 TO 400
CHARGE TO
1550 ± 50 PSI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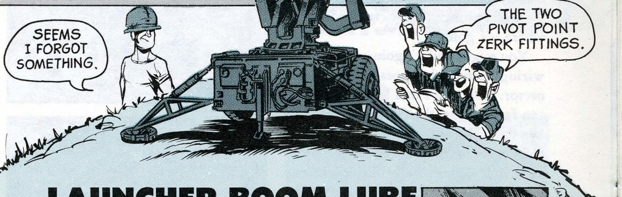
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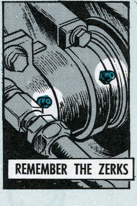

REMEMBER THE ZERKS

NOT REALLY NEEDED

Dear Half-Mast,

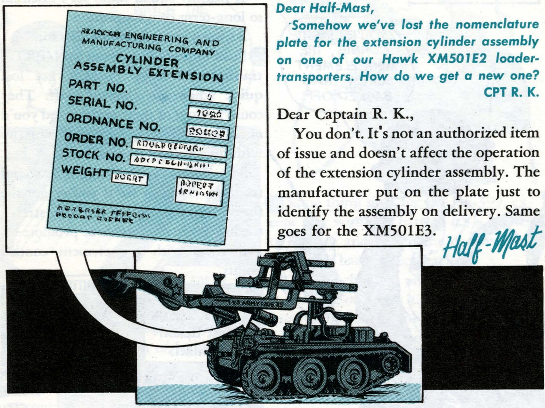
Somehow we've lost the nomenclature plate for the extension cylinder assembly on one of our Hawk XM501E2 loader-transporters. How do we get a new one?

CPT R. K.

Dear Captain R. K.,

You don't. It's not an authorized item of issue and doesn't affect the operation of the extension cylinder assembly. The manufacturer put on the plate just to identify the assembly on delivery. Same goes for the XM501E3.

Half-Mast


ENGINEERING AND MANUFACTURING COMPANY
CYLINDER ASSEMBLY EXTENSION
PART NO.
SERIAL NO.
ORDNANCE NO.
ORDER NO.
STOCK NO.
WEIGHT
US ARMY

IDEA FOR PS?

If you have something you'd like to see in PS Magazine, jot a note about it and send it to:

MSG Half-Mast
PS MAGAZINE
Fort Knox, KY 40121

I'd like to see an article in PS on—

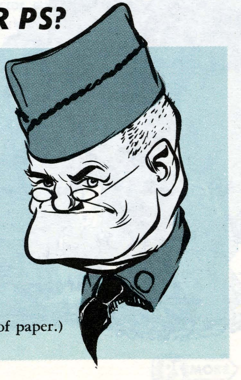
____

____

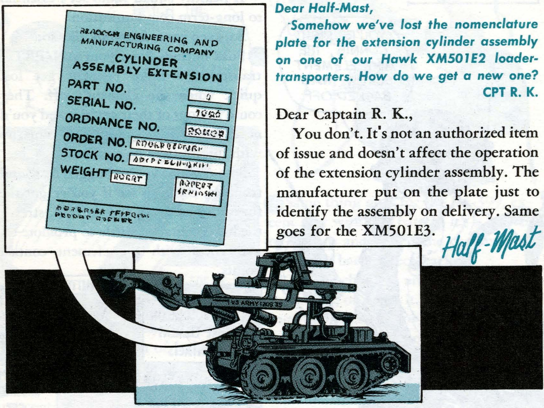
____

____

(If you need more space, use another sheet of paper.)



NOT REALLY NEEDED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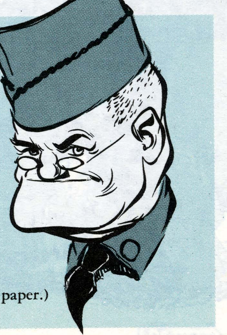


SQUAD RADIO AN/PRT-4, AN/PRR-9

THE POINT

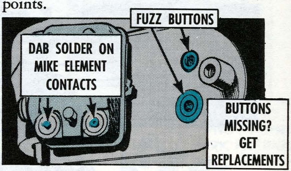
YOU'RE RIGHT, CONNIE, THE MIKE ELEMENT SCREW WAS BACKED OFF.

A healthy squad radio set's essential to long-term communication.

So, keep yours fit to talk like so:

● Fuzz buttons from your AN/PRT-4 transmitter's mike element get lost quick when the element's off. They could fall out of their cavities and you'd never know it . . . until you came up with intermittent or no sound.

So-o-o-o-o, if you're bugged by sound troubles, check to see if you've got the fuzz buttons. If you've got 'em, stretch the brass contacts a little to promote togetherness with the element contact points.


FUZZ BUTTONS
DAB SOLDER ON MIKE ELEMENT CONTACTS
BUTTONS MISSING? GET REPLACEMENTS

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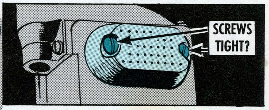
SCREWS TIGHT?

● Check the tightness of the microphone screws on the transmitter. If these get loose, you can't talk. Same goes for the volume control setscrews of the PRR-9.

COMMUNICATIONS

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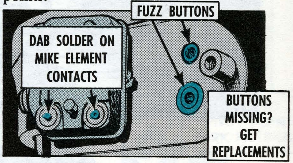
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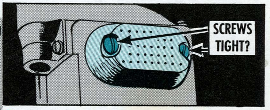
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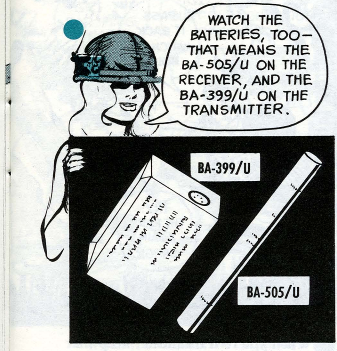
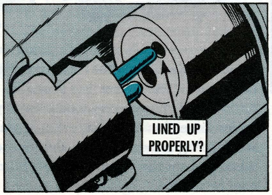

WATCH THE BATTERIES, TOO— THAT MEANS THE BA-505/U ON THE RECEIVER, AND THE BA-399/U ON THE TRANSMITTER.
BA-399/U
BA-505/U

If you spot any sign of leaking, put in another battery.

- Make sure you line up the receptacles and contact pins right. This applies especially to the BA-505, since reversing the normal line-up of the 2 battery contact pins can make the battery connector holes bigger—like maybe when the larger contact pin on the PRR-9 hits the small hole on the BA-505 and does some gouging.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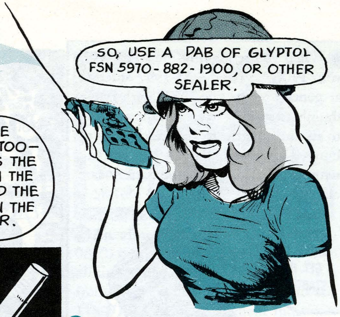

SO, USE A DAB OF GLYPTOL FSN 5970-882-1900, OR OTHER SEALER.

- Same thing goes for the BA-399, except that with this battery it's a matter of line-up and easing the contact pins into the 4 battery receptacles.

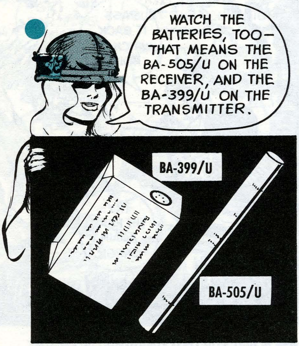
Too much force and you crack the receptacle, or break it. If you're not using your squad set for a day or so, take out the batteries for good PM.

To put in the BA-505, just slide it into the retaining clip. Then, line up the receiver contact pin with the battery connector and give 'er a gentle push straight in.

I SHOULDA TAKEN THIS BATTERY OUT LAST WEEK WHEN I WASN'T USIN' IT.

PS MORE

IS PM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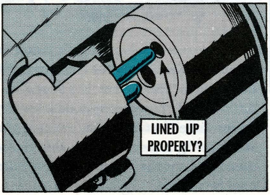
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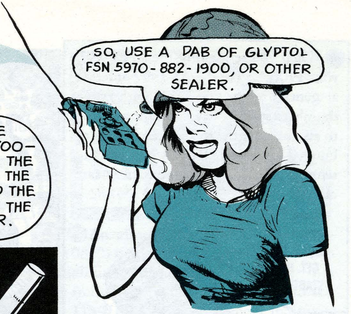
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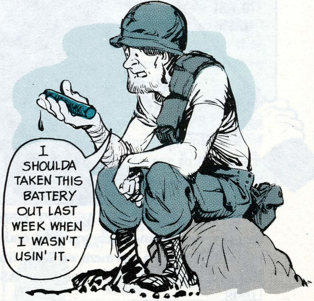
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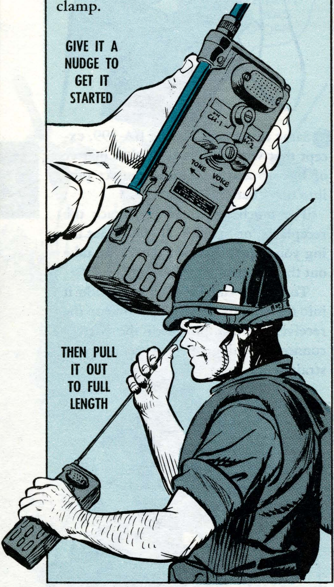
PS MORE

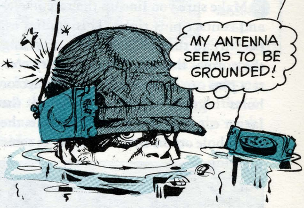
When you're making the scene with your PRT-4, give the AS-1999 antenna a gentle nudge upward with your thumb, to start it. Then pull the antenna to its full length, to reduce chances of bunged-up transmission when the antenna base hits against the battery-case clamp.


GIVE IT A NUDGE TO GET IT STARTED
TONE
VOICE
THEN PULL IT OUT TO FULL LENGTH

If you protect the AS-1999 from knocks, bangs, and such you'll be makin' a smart down payment on long life for your antenna. Same for your AS-1998.

PASS IT BACK... WATCH TH' HOLE!
TRY THE RADIO AGAIN, SARGE.

When you're transmittin', keep that antenna away from your helmet . . . which grounds 'er out.


MY ANTENNA SEEMS TO BE GROUNDED!

If the receiver-horn won't bring in the music, the glue in the element could be swollen. This means less sound . . . or no sound. You can try a new battery under these circumstances — but if you still don't get that happy rushin' noise when you up the volume, a new horn may be needed.

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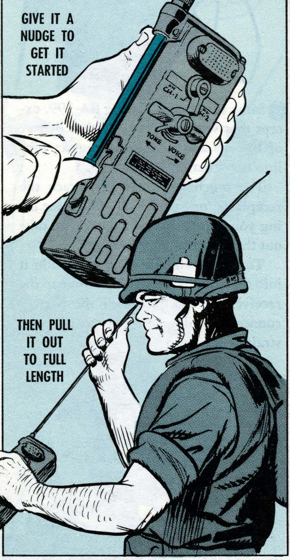
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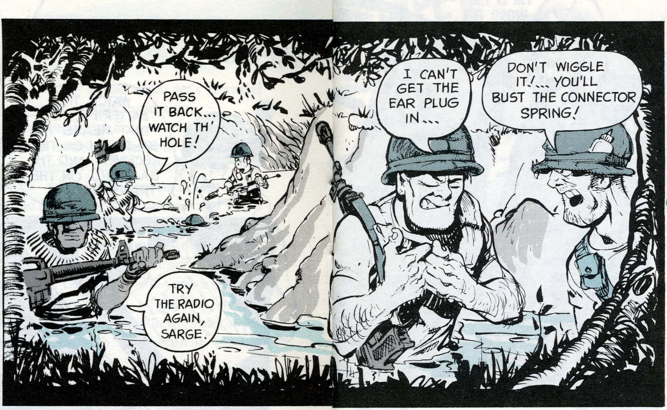
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DON'T WIGGLE IT!... YOU'LL BUST THE CONNECTOR SPRING!

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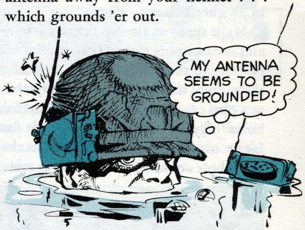
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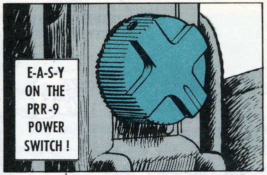
When you connect the earphone with the receiver jack, push the plug in straight. Don't wiggle it in. Wiggling the plug can bend the connector spring, and that could bug your receiver.

● If you've got a non-filter horn, blowing in it for cleaning purposes is no-go. That damages the membrane-type element, or it could even blow the dust deeper into the horn, since there's nothing to stop it.

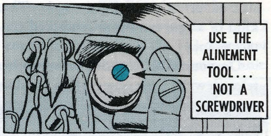
When your horn needs cleaning, take it off and tap it. That's the safest way.

The newer horns are equipped with dirt-stopping filters.

● The power switch on your PRR-9 can crunch . . . all it takes for a break is an over-enthusiastic twist when you "OFF' the receiver — or maybe even a little too much turnin' when your BA-505's at low ebb and that good ole rushin' noise doesn't rush enough.

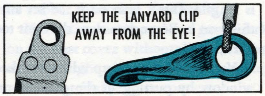

E-A-S-Y ON THE PRR-9 POWER SWITCH!

● An alinement tool (FSN 5120-935-0810) is the only tool to use when you're alining the receiver or transmitter in a frequency change. This comes with ID-1189/PR channel alinement indicator. A screwdriver can cause all kinds of trouble movin' around, say, in the innards of your PRT-4. Like, a hard turn on the R-36 variable resistor, f'rinstance, could fracture it and goof up the entire piece of equipment.


USE THE ALINEMENT TOOL... NOT A SCREWDRIVER

Same with the antenna loading coil and the capacitors. They're fragile; they break. Ya'got no communication when they do.

● Remember, keep the lanyard clip away from the eyes of the PRT-4 and PRR-9. That clip leechin' onto one of the eyes can cause the eye to break off. The eyes are meant for the lanyard cord loop, not the metal clip.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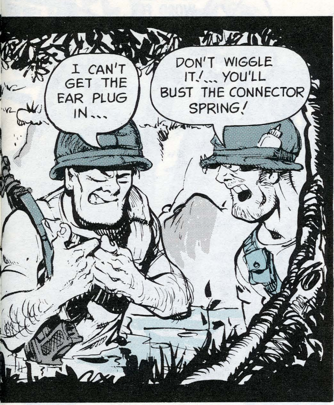
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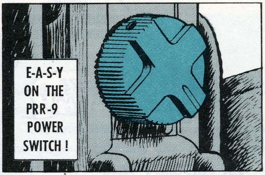
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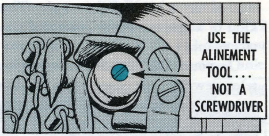
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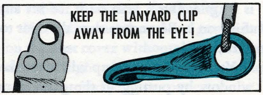
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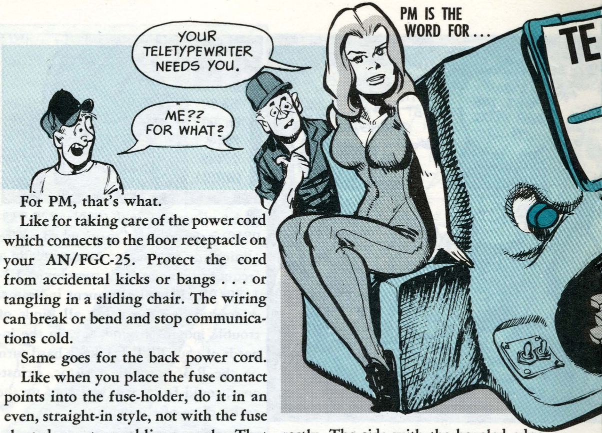
END


YOUR TELETYPEWRITER NEEDS YOU.
ME?? FOR WHAT?
PM IS THE WORD FOR...
TE

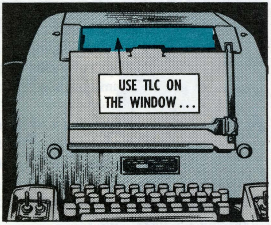
For PM, that's what.

Like for taking care of the power cord which connects to the floor receptacle on your AN/FGC-25. Protect the cord from accidental kicks or bangs . . . or tangling in a sliding chair. The wiring can break or bend and stop communications cold.

Same goes for the back power cord.

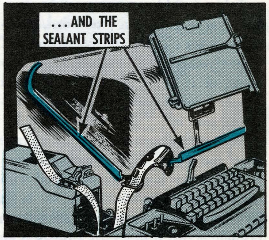
Like when you place the fuse contact points into the fuse-holder, do it in an even, straight-in style, not with the fuse slanted or at an oblique angle. That kind of angle can mean crumpled contact points.

On your AN/FGC-58, or any other teletypewriter, the observation window is fragile. Don't lean on it, or set anything on it. Best not to slam the door too hard, either.


USE TLC ON THE WINDOW...

You can also come up with a cracked window by putting in the glass incorrectly. The side with the beveled edge goes up.

Take care of the rubber sealant strips on your FGC-25X and other machines.



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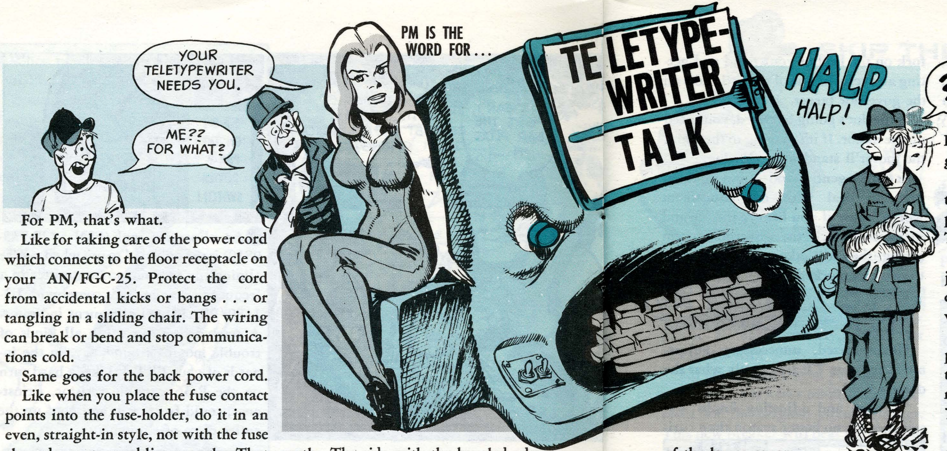
They serve a double purpose: They seal against dust, and they keep you from cutting yourself on the sharp edge

TELETYPEWRITER TALK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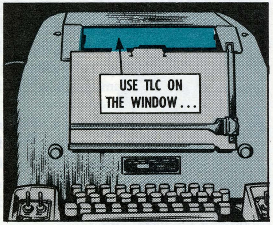
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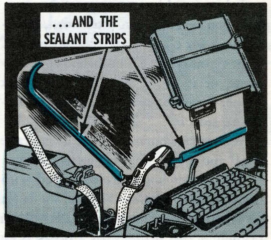

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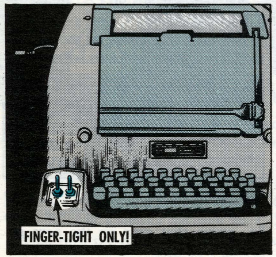
They serve a double purpose: They seal against dust, and they keep you from cutting yourself on the sharp edge of the lower cover.

The access panel can be bunged up by hits and kicks and accidental skirmishes with the clean-up broom; it's good to gentle-hand this panel as well.

You wouldn't wanta tighten the line-break or motor ON-OFF switch with a wrench . . . that can break 'em real fast.


FINGER-TIGHT ONLY!

Full-finger-tightness is all y'need. This goes for all TT models.

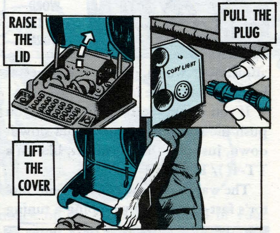
The intercommunication cord from the page printer to the reperforator plays a big part in the operation of your TT set.

So-o-o-o-o, shun all twists, pulls and jerks below the cord insulation. It doesn't take much of this to mangle the wires and deadline your machine.

Easy with the intercom cord plastic plug, too. It can break or crack if something's dropped on it, like a clipboard, maybe, and it can downtime your TT-76()/GGC reperforator-transmitter.

When you want to remove the dust cover to your TT-76()/remember . . .

. . . You have to separate the P12 copy-light plug from the J12 connector of the power supply and terminal unit.



Then, lift the dust cover straight off its rubber mounting grommets.

If you disremembered and gave a jerk on the dust cover without disconnecting the copy-light plug, you could come up with a botched plug or connector.

PS MORE

LETYPE-
WRITER
TALK
HALP
HALP!
?

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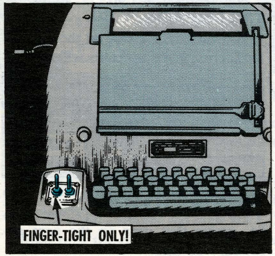
The access panel can be bunged up by hits and kicks and accidental skirmishes with the clean-up broom; it's good to gentle-hand this panel as well.

You wouldn't wanta tighten the line-break or motor ON-OFF switch with a wrench . . . that can break 'em real fast.


FINGER-TIGHT ONLY!

Full-finger-tightness is all y'need. This goes for all TT models.

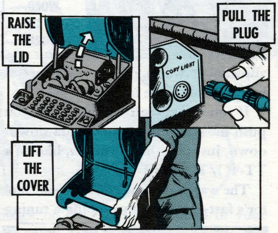
The intercommunication cord from the page printer to the reperforator plays a big part in the operation of your TT set.

So-o-o-o-o, shun all twists, pulls and jerks below the cord insulation. It doesn't take much of this to mangle the wires and deadline your machine.

Easy with the intercom cord plastic plug, too. It can break or crack if something's dropped on it, like a clipboard, maybe, and it can downtime your TT-76( )/GGC reperforator-transmitter.

When you want to remove the dust cover to your TT-76( )/ remember . . .

. . . You have to separate the P12 copy-light plug from the J12 connector of the power supply and terminal unit.



Then, lift the dust cover straight off its rubber mounting grommets.

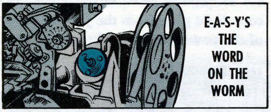
If you disremembered and gave a jerk on the dust cover without disconnecting the copy-light plug, you could come up with a botched plug or connector.

PS MORE

To lube your teletypewriter is good, but, heed this: Don't over-lube and end up with an oil-dripping TT that can latch onto more dirt than a backyard gossip-fest.

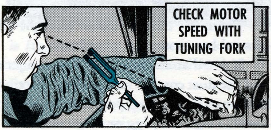
You can keep on top of the lube situation by recording each lubing on DD Form 314 and watching the intervals. The lube poop's in TB 11-5800-204-20/1 (Feb 66). This pub also lists FSN's so you can order the lubricants.

Remember, it doesn't do much good to ram or jerk or tug on the governor adjustment worm. What you'll get at best is the message in pieces.


E-A-S-Y'S THE WORD ON THE WORM

If you wanta speed up the motor, you push the worm in; if you wanta slow it down, just pull the worm out, like on a TT-4( )/TG or TT-76/GGC.

The way you know whether your motor's fast or slow is by tapping a tuning fork on the heel of your hand and getting an eyeful of one of the little dots on the governor target.

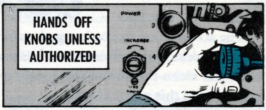

CHECK MOTOR SPEED WITH TUNING FORK

If the dot's going leftward, you speed up the motor. If it's moving to the right, the motor'll stand some slowing.

It takes a gentle hand—and light finger—to deal with the adjustment worm, 'cause if you heavyhand 'er and manage to lock the governor worm spring, then it'll take a trip to support to get 'er unlocked.

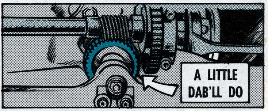
Unauthorized, unnecessary adjustments on your TT are exactly what she doesn't need.

Turning and adjusting knobs and switches for no better reason than curiosity doesn't improve the performance of your set—in fact, it can downright put it down.

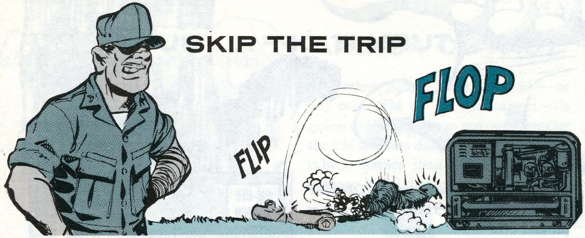

HANDS OFF KNOBS UNLESS AUTHORIZED!
POWER
INCREASE
3
4

So-o-o-o-o, hands off . . . unless the TM gives the OK.

A little dab of grease on the carriage feed driven gear, especially when operation's continuous, can surely help keep that gear from losing teeth prematurely. So, grease that gear on the next go-round, won'tcha?



SKIP THE TRIP

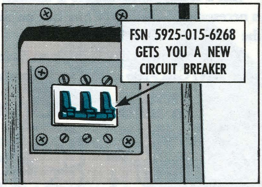


Having circuit breaker troubles on that 28-volt DC, 3-KW generator set? Is it tripping to the OFF position when you use the generator as auxiliary power to operate teletypewriter set AN/GRC-46B?

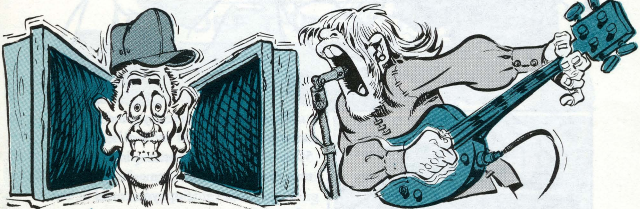
No need. Here's what you do:

Use FSN 5925-015-6268 as a replacement for the original circuit breaker. This new breaker will beat the tripping problem.

Your authority for requesting the replacement breaker is TB 750-971-1 (Jan 70), page 15, Para 28.



DOWN WITH VOLUME!

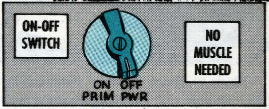


Uh, if you're getting chatter or feedback on the C-2328A control of your AN/GRA-39 radio set control group, it doesn't necessarily mean there's something wrong with the control.

Before you call a repairman, try this: turn the radio set's volume control knob all the way down, and then up about 1/6 of a turn. Should put you in business. With the radio's volume too high, the C-2328A gets sound sensitive.

And, turn the control unit's volume control no higher than mid-point.

TURN IT OFF . . . BUT


ON-OFF SWITCH
ON OFF
PRIM PWR
NO MUSCLE NEEDED

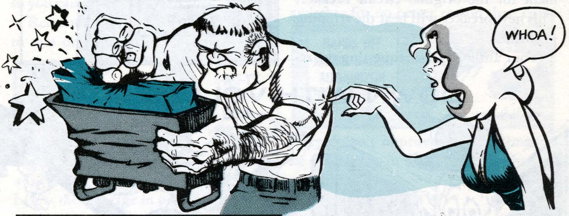
Sure, the primary power ON-OFF switch of the AM-3349 amplifier goes on and off.

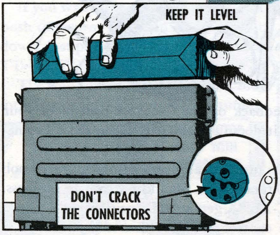
But, man, how on or off do you think it has to get?

Just a touch of the fingers is enough to turn it one way or the other. No muscle is necessary . . . and the white line on the switch doesn't have to go clear around to the "ON" or "OFF" marks.

You know, just click it in place. Saves broken switches and such . . . and keeps your AN/GRC-106 radio set in business.

ASSAULT 'N' BATTERY

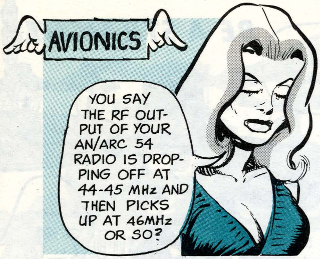



KEEP IT LEVEL
DON'T CRACK THE CONNECTORS

Why assault a perfectly good BA-386 battery by hitting it with a heavy RT-505—hopin' the contact pins and battery receptacles line themselves up OK?

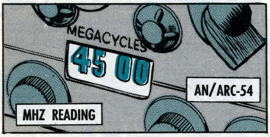
If they don't line up, you could be out a battery.

A good way of installing a BA-386 is to upend the RT and insert the battery on a level line. The contact pins should slide in the battery receptacle with no strain. Finally, buckle the battery in and you've got it made.

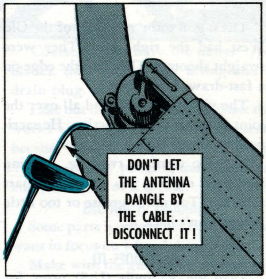

AVIONICS
YOU SAY THE RF OUTPUT OF YOUR AN/ARC 54 RADIO IS DROPPING OFF AT 44-45 MHz AND THEN PICKS UP AT 46MHz OR SO?

ARC-54 OUTPUT

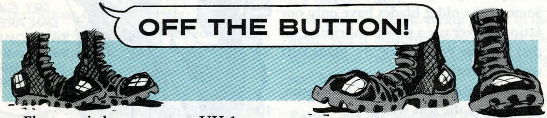
Chances are your set's got harmonic filteritis — which is a good reason to get your support to check it out. The filter probably needs replacement.


MEGACYCLES
45 00
AN/ARC-54
MHZ READING

'Nother point: Your ARC-54 — or any other FM set for that matter — is going to be hard put to put out if you let the FM antenna dangle by connectors or cables. Rather than let it dangle and damage itself, disconnect it completely.


DON'T LET THE ANTENNA DANGLE BY THE CABLE . . . DISCONNECT IT!

OFF THE BUTTON!

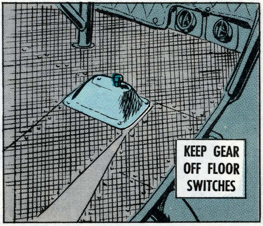


Floor switches on your UH-1 are handy gadgets to be able to push when you wanna make with the talk, but. . . .

. . . . Piling gear, boxes and whatever on said switches will make for nothing but headaches.

There's no way to have good commo with a forever stomped switch. Either you have a continuously hot mike . . . or everything goes out.

So give a look, man, and remember the blinker on the floor.


KEEP GEAR OFF FLOOR SWITCHES

BE A STRAIGHT

WHEN LUBING YOUR BIRD...
GREASY GUS 'N' DRY GULCH DAN ARE THE TWO HOMBRES WHO'LL KEEP YOUR BIRD ON DOWN TIME.

The 6-gun totin' marshals of the Old West had the right idea. They were straight shooters. They had the edge on a fast-draw, fancy Dan.

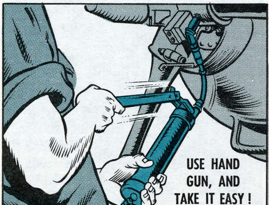
The villain sprayed lead all over the joint with his fanning action. He sacrificed accuracy, and it cost him!

To keep turning, twisting, rotating bird parts moving you want lube chart accuracy. Too much grease or too little grease won't hack it.

EASY DOES IT!

Take the Seminole (U-8) prop, for example. It gets greased every 50 hours. Some of the older blades have only one fitting. Never use a power lubricator on that baby or you'll blow the blade cuff seals, for real.

Never use muscle on a hand gun, either — or the seal will pop.


USE HAND GUN, AND TAKE IT EASY!

AIR MOBILITY

BE A STRAIGHT SHOOTER

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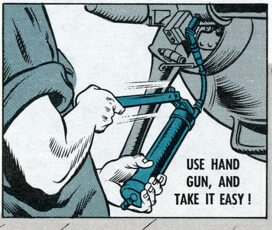
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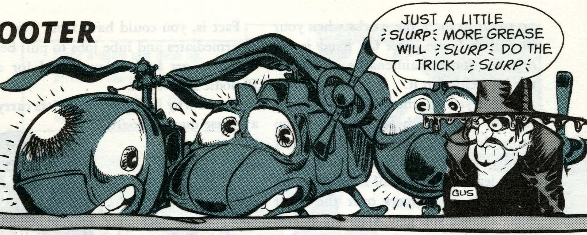
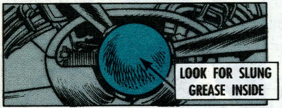

JUST A LITTLE ⁝SLURP⁝ MORE GREASE WILL ⁝SLURP⁝ DO THE TRICK ⁝SLURP⁝
GUS

You can spot an over-lubed prop real easy. Grease slung past the shot seals will form a ring inside the spinner. That means the prop has to come off, the seals changed, the whole shebang lubed, balanced and put back on the bird.

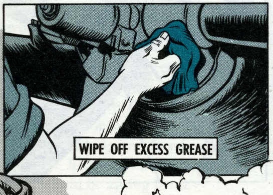

LOOK FOR SLUNG GREASE INSIDE

It's that type of extra sweat and elbow grease that gives maintenance and operations types gray hair.

So, use a hand gun on the zerk fittings and let up when you feel the need for more pressure on the handle.

Back off from the fitting.

Use a fingernail to push in on the ball check and let out any grease under pressure.


WIPE OFF EXCESS GREASE

'Course, if you have the newer type blades, they have a zerk fitting and a drain plug.

Take out the plug when you shoot the works and you'll never blow the seals because there is no pressure built up. You're actually purging the old grease and putting in new grease.

ENOUGH IS ENOUGH

Some parts have a relief hole that you want to focus on when lubing a bird.

Make with the gun and as soon as you spot grease coming out the relief hole, it's lubed—stop!

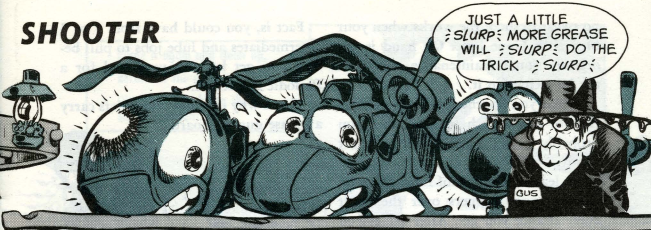
If you continue to pump grease in the head, you'll build up pressure that the relief hole can't release. The bearing seal will go on you.

Those bearings, and a lot more on the Raven, get greased every 25 hours. It's

⁝COFF⁝ ⁝COFF⁝ KEEP 'EM DRY ⁝COFF⁝ IT'S A LOT EASIER TO SERVICE 'EM ⁝COFF⁝
DAN

PS MORE

SHOOTER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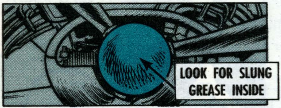
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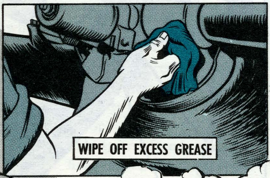
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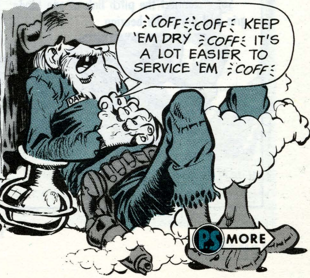

;COFF; ;COFF; KEEP 'EM DRY ;COFF; IT'S A LOT EASIER TO SERVICE 'EM ;COFF;
DAN

PS MORE

no sweat to shoot the works when your bird is at home base. On hand is the organizational maintenance pub with the lube chart in it.

When you're scheduled out of your AO for any length of time, tho, you probably won't have the lube chart handy.

So, learn the points of lubrication by running your peepers over the chart every chance you get. After all, if you miss a fitting several times, a bearing could go dry, heat up and seize. You could be headed for a not-so-gentle let down!

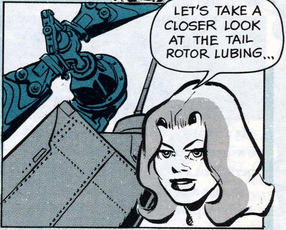
Fact is, you could have from 1 to 3 Intermediates and lube jobs to pull before you get back to your pad for a Periodic inspection.

That's why up-tight crewchiefs carry a grease gun on board.

INCREASE LUBES

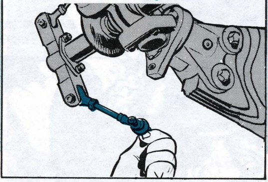
Totin' a grease gun with you also comes in mighty handy for purging bearings after you've been riding shotgun in the rain. Water can wash out grease and ruin a bearing real fast.

The Huey (UH-1) tail rotor hub and blade grip bearings are a good example. Although the bearings are scheduled for lubrication every 100 hours, wet weather or dusty operating conditions could mean you should move it up to every 25 hours . . . maybe sooner.

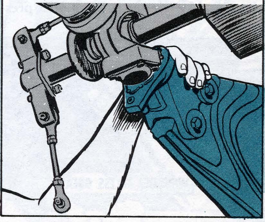

LET'S TAKE A CLOSER LOOK AT THE TAIL ROTOR LUBING...

Sand has a way of getting into grease and grinding up bearings.

So, disconnect the pitch link at one blade grip and purge the bearing.



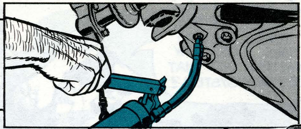
Rotate the grip several times in both directions.

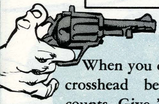


Purge it again and clean up.

Reconnect the pitch link.

Give the other blade the same treatment.

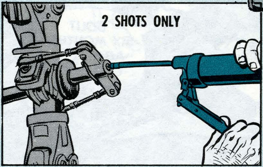




2 SHOTS, PLEASE

When you draw a bead on the Huey crosshead bearing, again, accuracy counts. Give 'er two shots only, every 100 hours. Be sure your gun is loaded—fire one before connecting.

If you try to force extra grease thru the gun needle noze adapter into the bearing, you'll contaminate the gear box oil—grease and oil don't mix!



BEARINGS OK?

When you purge a bearing you can tell if it's shot by making the eye-and-feel test.

Take the Hook (CH-47) for example. When purging the swashplate, finger the grease for foreign material. If you find metallic particles, the assembly has to be changed.

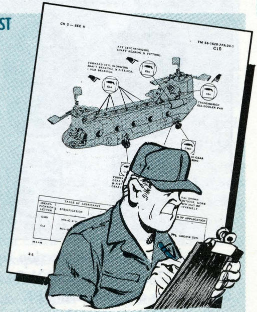
CHART'S A CHECK LIST

Your favorite throttle jockey uses the check list before lift-off. He knows that without a routine system of checks an item could be overlooked . . . the whole crew could buy the farm.

Think of the lube chart for your fixed-wing or rotor-wing baby as a check list. It tells you where to lube, what spec to use, the type of lubricant (grease or oil), how often to use it and whether you use a grease gun, hand, brush or oil can.

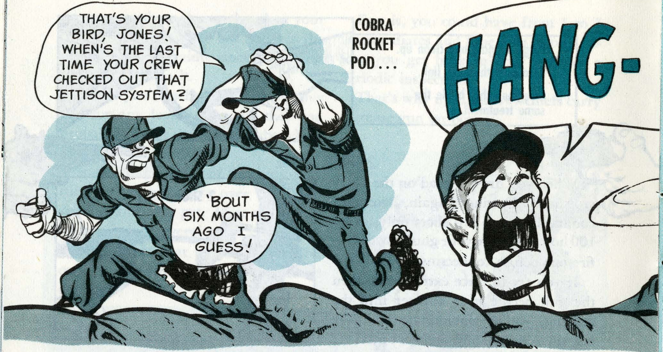
The lube chart is revised to give you the latest poop.

The marshal never faced an opponent without first checking his weapon—that would be asking for it.



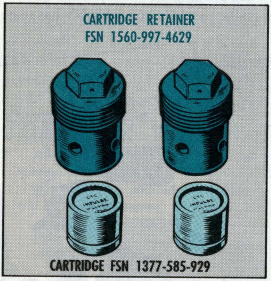
Check the lube chart when you use your grease gun. It's one way to successfully defy the law of gravity.

PS END


THAT'S YOUR BIRD, JONES! WHEN'S THE LAST TIME YOUR CREW CHECKED OUT THAT JETTISON SYSTEM?
'BOUT SIX MONTHS AGO I GUESS!
COBRA ROCKET POD . . .
HANG-

Impulse cartridges put the big punch in the Cobra's wing stores jettison system . . . if they get tender lovin' care.

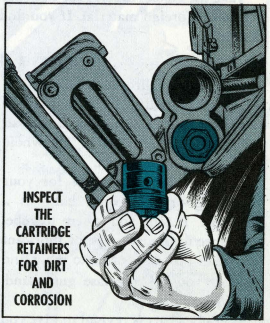
They have to be clean to do their job.


CARTRIDGE RETAINER
FSN 1560-997-4629
CARTRIDGE FSN 1377-585-929

In addition to the inspection tips in para 14-27, TM 55-1520-221-20 (Apr 69), tack on a check during PE.

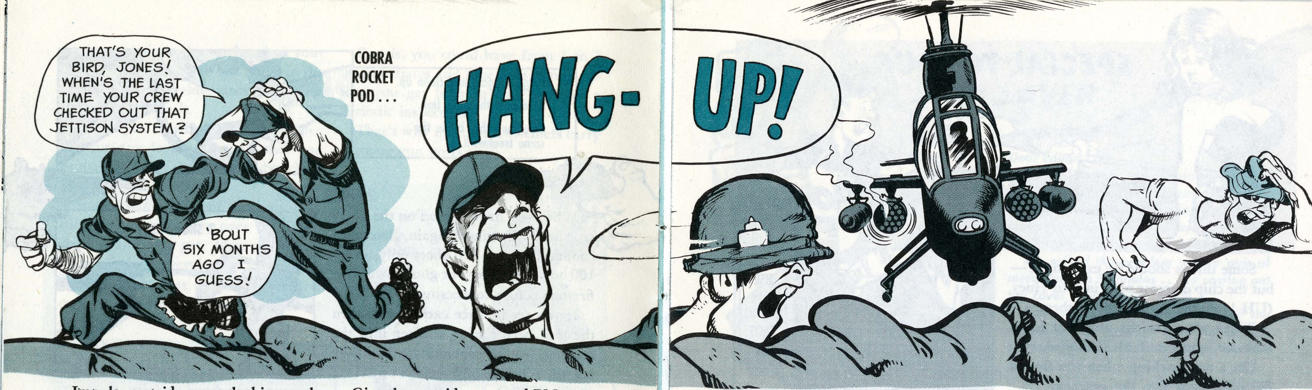
Corroded or damaged cartridges get turned in anytime they don't satisfy your eagle-eye inspection.

Give the cartridges a good PM peep-eye treatment when you do the clean-up bit on the inboard and outboard stores ejector rack systems during PE.


INSPECT THE CARTRIDGE RETAINERS FOR DIRT AND CORROSION

Keep this inspection info up-to-snuff on DA Form 2408-18.

Add the PMP bit—and the record keeping—to your unit's SOP, too.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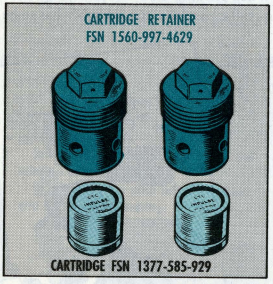
Impulse cartridges put the big punch in the Cobra's wing stores jettison system . . . if they get tender lovin' care.

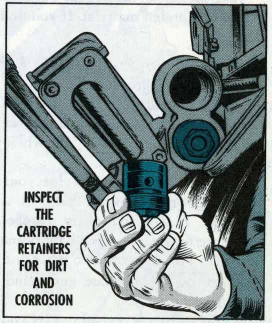
They have to be clean to do their job.


CARTRIDGE RETAINER FSN 1560-997-4629
CARTRIDGE FSN 1377-585-929

In addition to the inspection tips in para 14-27, TM 55-1520-221-20 (Apr 69), tack on a check during PE.

Corroded or damaged cartridges get turned in anytime they don't satisfy your eagle-eye inspection.

Give the cartridges a good PM peep-eye treatment when you do the clean-up bit on the inboard and outboard stores ejector rack systems during PE.

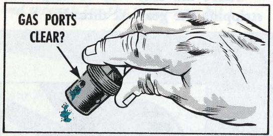

INSPECT THE CARTRIDGE RETAINERS FOR DIRT AND CORROSION

Keep this inspection info up-to-snuff on DA Form 2408-18.

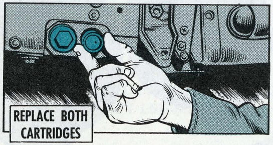
Add the PMP bit—and the record keeping—to your unit's SOP, too.

Every time you inspect the cartridges, take a looksee at the cartridge retainers.

A snafued cartridge can clog the retainer gas ports, build up crud at the base, cover the primer. Any of these conditions is guaranteed to cause a pod hang-up . . . and give the pilot a case of instant dry-mouth!!

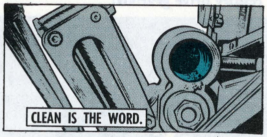

GAS PORTS CLEAR?

It takes both cartridges to jettison the pod, so when you replace one, replace 2.


REPLACE BOTH CARTRIDGES

When the Cobra's pilot has pulled the rocket pod split bit, clean out the powder in the piston block cavity.

Give the firing contact special attention.


CLEAN IS THE WORD.

After jettison system inspection, pull an electric continuity check—with cartridges removed, of course!

Finally, check the wing stores jettison switches from pilot's and gunner's seats. Double insurance, you might say.

An extra minute of PM attention to the impulse cartridges and the jettison systems will guarantee success if your Snake charmer has to punch his load.

You don't want to hear him braggin' 'bout landing his draggin' dragon, do you?

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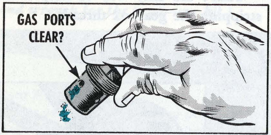
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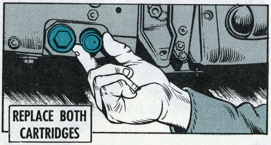

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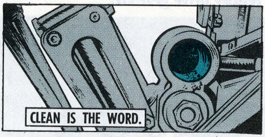
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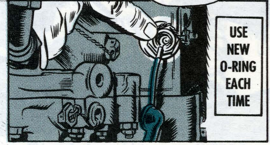
SPECIAL TORQUE


USE NEW O-RING EACH TIME

Some things should be extra tight—but the chip detector plug in your Huey (UH-1) engine is not one of them!

When you take the plug out for a look-see, scrap it if it's damaged.

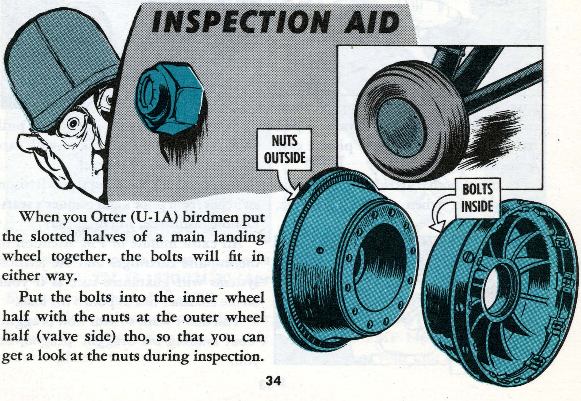
Use a new packing when you thread the plug back into the gearbox.

If you use the old O-ring it'll leak on you. Someone will come along and over tighten the plug to stop the leak . . . strip out the female threads in the accessory drive gearbox!

Last, but not least, tighten the plug to 90-100 inch-pounds with a torque wrench.

That's the only way to keep from stripping the gearbox threads.

INSPECTION AID

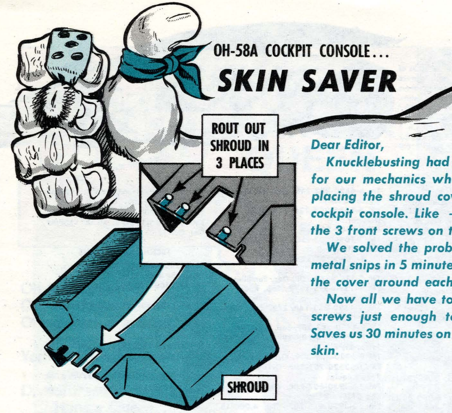


When you Otter (U-1A) birdmen put the slotted halves of a main landing wheel together, the bolts will fit in either way.

Put the bolts into the inner wheel half with the nuts at the outer wheel half (valve side) tho, so that you can get a look at the nuts during inspection.

OH-58A COCKPIT CONSOLE...

SKIN SAVER


ROUT OUT SHROUD IN 3 PLACES
SHROUD

Dear Editor,

Knucklebusting had a painful meaning for our mechanics when removing or replacing the shroud cover on the Kiowa's cockpit console. Like — when taking out the 3 front screws on top of the cover.

We solved the problem with a pair of metal snips in 5 minutes . . . by routing out the cover around each screw.

Now all we have to do is back out the screws just enough to free the shroud. Saves us 30 minutes on each job, plus some skin.

SSG J. F. McHenry
Fort Rucker, AL

(Ed Note—A real cozy fix, Sarge. You might even substitute AN3 hex-head bolts for the screws . . . and you won't lose support or strength. Use a 3/8-in open-end wrench for the tug-o-war bit.)

LIGHT UP!

Dear Windy,

Our unit is using a battery-powered fluorescent lamp (Safari Lite) for night-time aircraft maintenance. How 'bout an FSN breakdown on the replaceable items?

MAJ J. R. D.

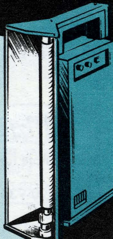
Dear Major J. R. D.,

Happy to oblige, Sir. The portable 12-in light carries FSN 6230-901-7301, and lamp, fluorescent, has FSN 6240-299-5546.

You get those dry-cell batteries only thru an exception-type requisition. After Air Force FSN 6135-192-0745, add "equivalent to commercial battery Z46". Routing Identifier Code is GGO (for GSA); contract No. is GS-00S-78357.

You can also tell supply that the batteries are for end item 7301, LIN L63480.

Windy



LAMP AND BATTERIES ARE REPLACEABLE

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Jun 70), and Ch 1 (Aug 70), TM's, TB's, etc.; DA Pam 310-6 (Jul 70), and Ch 1 (Oct 70), SC's and SM's; DA Pam 310-7 (Jul 70), MWOs; and DA Pam 310-9 (May 69), COMSEC Pubs.

TECHNICAL MANUALS

TM 5-3431-228-14, Sep, 300 AMP AC/DC Arc Welding Mach.
TM 5-3610-227-23P, Oct, Offset Platemaker and Copier.
TM 5-3805-218-12, Oct, 18 Cu Yd Towed Scraper.
TM 5-3805-224-20P, Sep, 7½ Cu Yd Scraper.
TM 5-3810-290-15, Sep, Wheel Mtd Rough Terrain Crane.
TM 5-3820-204-20P, Oct, Rock Drilling Equip.
TM 5-3895-263-20P, Oct, Pavers, Rollers, Bitum.
TM 5-3895-330-25P, Oct, Spreaders: Aggregate.
TM 5-3895-331-12, Oct, Concrete Paving Finisher.
TM 5-4110-230-24P, Oct, 3000 BTU Refrig Unit.
TM 5-4120-225-20P, Oct, 6,000 BTU Floor Mtg Air Cond.
TM 5-4120-268-20P, Sep, 36,000 BTU Air Cond.
TM 5-4120-308-25P, Sep, 18,000 BTU Compact Air Cond.
TM 5-4120-310-23P, Oct, 36,000 BTU Air Cond.
TM 5-4310-208-20P, Oct, Trainer Mtd Recip Air Compress.
TM 5-4310-216-20P, Oct, 5 CFM Air Compress.
TM 5-4310-224-20P, Oct, 15 CFM Air Compress.
TM 5-4310-228-25P, Oct, 60 CFM Air Compress.
TM 5-4310-249-20P, Oct, 5 CFM Recip Air Compress.
TM 5-4320-216-20P, Oct, 200 GPM Fresh Water Centrifugal Pump.
TM 5-4330-230-12, Sep, Petro Distribution.
TM 5-4520-233-24P, Sep, 60,000 BTU Space Heaters.
TM 5-6665-293-23P, Oct, Mine Detector.
TM 9-1005-224-10, Oct, M60 MG.
TM 9-1090-203-ESC, Oct, XM28, XM28E1.
TM 9-1090-203-12 C2, Nov, XM28/XM28E1.
TM 9-1100-375-20P, Dec, Pershing.
TM 9-1290-325-12/2, Sep, Radar Chrono Set.
TM 9-1430-253-14P/2/2, Oct, Nike-Herc.
TM 9-1430-383-20P, Sep, Pershing.
C3 TM 9-2320-209-20P, Oct, G742-Series 2½ Ton Tk.
TM 9-6920-378-20P, Oct, Pershing.
TM 10-3520-201-20P, Oct, Shoe Repair Equip.
TM 10-3930-607-20P, Oct, 4,000 Lb Cap GED Fork Lift.
TM 10-3930-615-20P, Oct, 4,000 Lb Cap ED Fork Lift Tk.
TM 10-8415-202-13, Oct, Flying Helmets.
C10 TM 11-284 Nov AN/GRC-3, -4, -5, -6, -7, & -8 Radio Sets.
TM 11-6625-1841-20P, Nov, AN/FCM-15 Telephone Test Set.
TM 55-1100-200-12-10, Oct, CH-47.
TM 55-1100-204-12-1, Oct, UH-1A-1B-1C-1D.
TM 55-1510-204-20PMD & -20PMD/1, Oct, OV-1.
TM 55-1510-205-20P, Oct, U-1.
TM 55-1510-205PMD & -205PMI, Oct, U-1.
TM 55-1520-201-20PMD, Sep, UH-19.
TM 55-1520-209-20P-1 & -2, Nov, CH-47.
TM 55-1520-210-20P-2, Oct, UH-1A-1B-1C-1D.
TM 55-1520-214-20PMD & -20PMP, Oct, OH-6.
TM 55-1520-227-20PMP, Jul, CH-47.
TM 55-1520-228-20PMD & -20PMP, Oct, OH-58.

TECHNICAL BULLETINS

TB 9-2800-206-14, Oct, Carriers, Tanks, SP Arty, VTRs.
TB 55-1500-212-20/1, Dec, CH-54A, CH-54B.
TB 55-1500-307-25, Oct, All F/W, R/W.
TB 55-1500-311-25, Nov, All Fixed and Rotor Wing.
TB 55-1510-205-20/5, Dec, U-1.
TB 5-1560-276-24/1, Nov, All F/W, R/W.
TB 55-2620-202-15, Nov, F/W, R/W.
TB 55-4920-329-35, Dec, All Fixed and Rotor Wing.

MISCELLANEOUS

LO 9-2590-213-12, Aug, M8A3 Tank Mtg Bulldozer.
MWO 9-1240-312-30/1, Nov, M551 Sheridan.
MWO 55-1500-210-30/36, Nov, CH-47A, B.
MWO 55-1510-209-30/21, Nov, RU-21A.
MWO 55-1520-221-30/33, Nov, AH-1G.
SC 3820-97-CL-E01, Oct, Pneum Tool and Compress Outfit: 250 CFM; Tk Mtd.
SC 5180-90-CL-R18, Oct, Screw Threading Set.
SC 5180-91-CL-R54, Oct, TK-169GG.
SC 5180-97-CL-E15, Oct, Wire Rope Rigging Tool Kit.

M715 BIIL

Make a note for possible 1¼-ton truck needs:

FSN 2590-934-1959 for the winch chain.

FSN 5120-168-2341 for winch chain repair links.

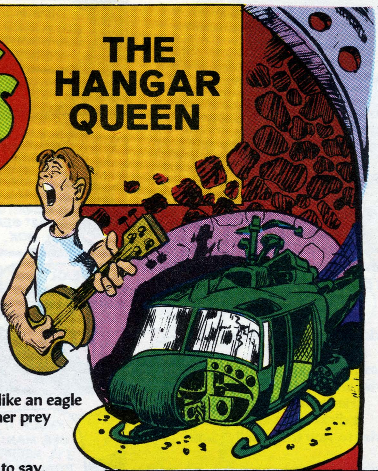
This's how they're supposed to be listed in the BIIL section of TM 9-2320-244-10 (Aug 68).

Rigging Strap

You no longer have to make a platform retainer strap for rigging platform loads. You can order Strap, platform retaining, FSN 5340-181-1383. Your authority is SB 700-50. The parachute harness adapter is sewed in the strap so you don't have to order it separately. TM 10-500 (Nov 68) Airdrop of Supplies and Equipment tells how to use the strap.

JOE'S DOPE

THE HANGAR QUEEN

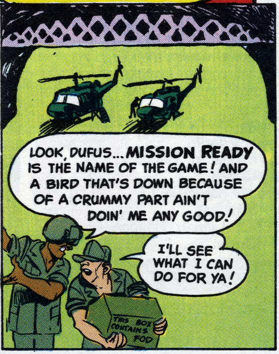


Oh, my darlin'
Oh, my darlin'
Oh my darlin "Hangar
Queen" . . .
You are lost and
gone forever
Dreadful sorry
"Hangar Queen".

Once she was (quite) like an eagle
Swooping down upon her prey
Throwing lead and
shooting missiles
A killer ship, they used to say.

It all started at inspection —
The red X's did abound
And the crew chief
screamed for action
"Get my bird, man, off the ground."

Oh, my darlin'
Oh, my darlin'
Oh my darlin "Hangar
Queen"
You're about to lose
a part, dear,
Dreadful sorry,
"Hangar Queen".


LOOK, DUFUS... MISSION READY IS THE NAME OF THE GAME! AND A BIRD THAT'S DOWN BECAUSE OF A CRUMMY PART AIN'T DOIN' ME ANY GOOD!
I'LL SEE WHAT I CAN DO FOR YA!
THIS BOX CONTAINS FOD

The mechanic (hopping to it)
Failed to check with his supply,
Got the nod from
his top honcho
Took the part without a "why?"

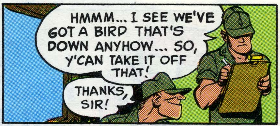
Just one part, man
Just one part, man
I can't *wait* for channels,
heah!
LIBERATE IT from this
"grounder"
Dreadful sorry, "Hangar
Queen".

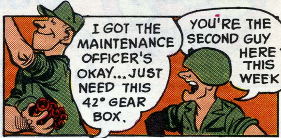
Now his bird was fixed and ready
In the "GREEN" and all gung ho,
While another
bird mechanic
Adds more to this tale of woe.

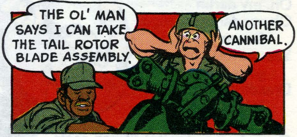
Now, the crew chief (of the victim)
Tries with all his might and main.
Tries to halt the
endless stripping
Tries to stop this deadly game.

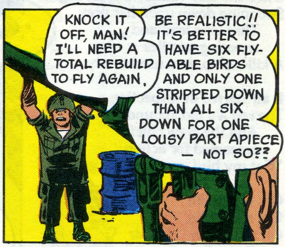
One-by-one (they) pick'd the carcass
Till' one day she's standing there
Nothing more than
ribs and skin, man —
Yes indeed they've stripped
her bare.

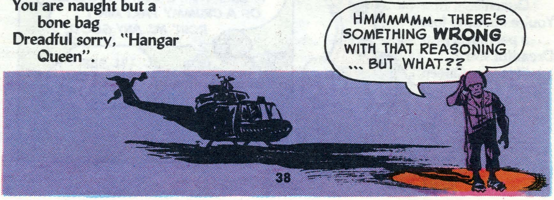
Oh, my darlin'
Oh, my darlin'
Oh my darlin "Hangar
Queen"
You are naught but a
bone bag
Dreadful sorry, "Hangar
Queen".


HMMM... I SEE WE'VE GOT A BIRD THAT'S DOWN ANYHOW... SO, Y'CAN TAKE IT OFF THAT!
THANKS, SIR!


I GOT THE MAINTENANCE OFFICER'S OKAY...JUST NEED THIS 42° GEAR BOX.
YOU'RE THE SECOND GUY HERE THIS WEEK.

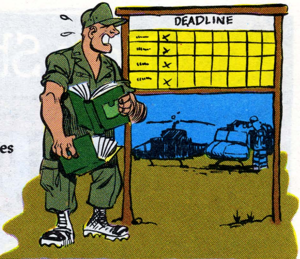

THE OL' MAN SAYS I CAN TAKE THE TAIL ROTOR BLADE ASSEMBLY.
ANOTHER CANNIBAL.

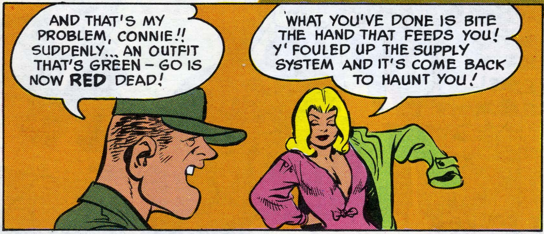

KNOCK IT OFF, MAN! I'LL NEED A TOTAL REBUILD TO FLY AGAIN.
BE REALISTIC!! IT'S BETTER TO HAVE SIX FLY-ABLE BIRDS AND ONLY ONE STRIPPED DOWN THAN ALL SIX DOWN FOR ONE LOUSY PART APIECE — NOT SO??

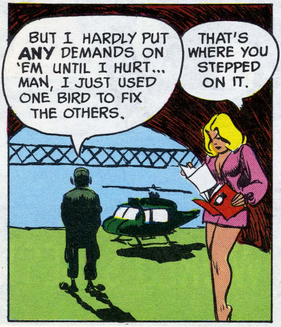

HMMMMMM — THERE'S SOMETHING **WRONG** WITH THAT REASONING ... BUT WHAT??

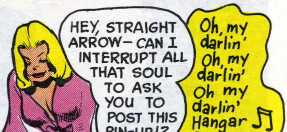
Came the day, oh, sometime later
The top honcho got up tight
Found his log books
(and his records)
All loused up and nothing right.

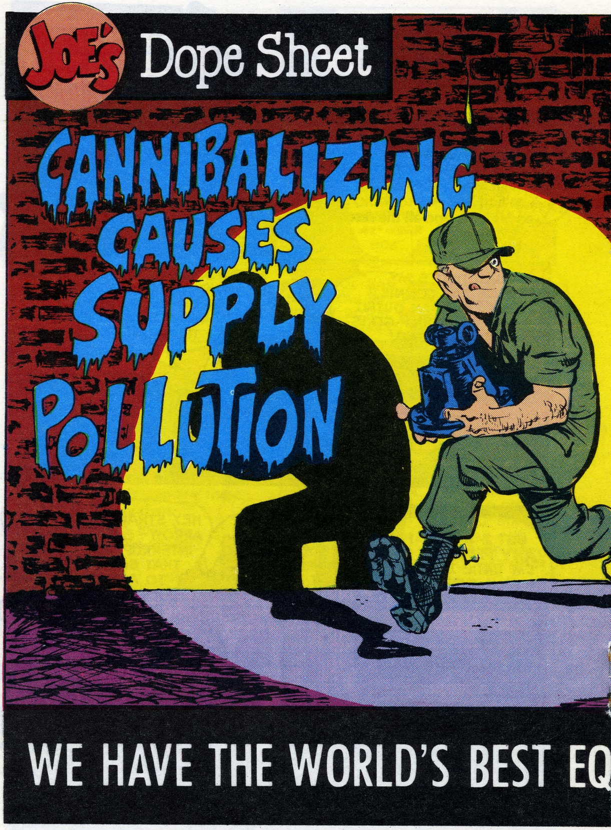
What was more, man, the Supply types
Could not meet his parts requests
Soon Supply dropped
to a trickle —
X-ed *his* birds and all the rest.



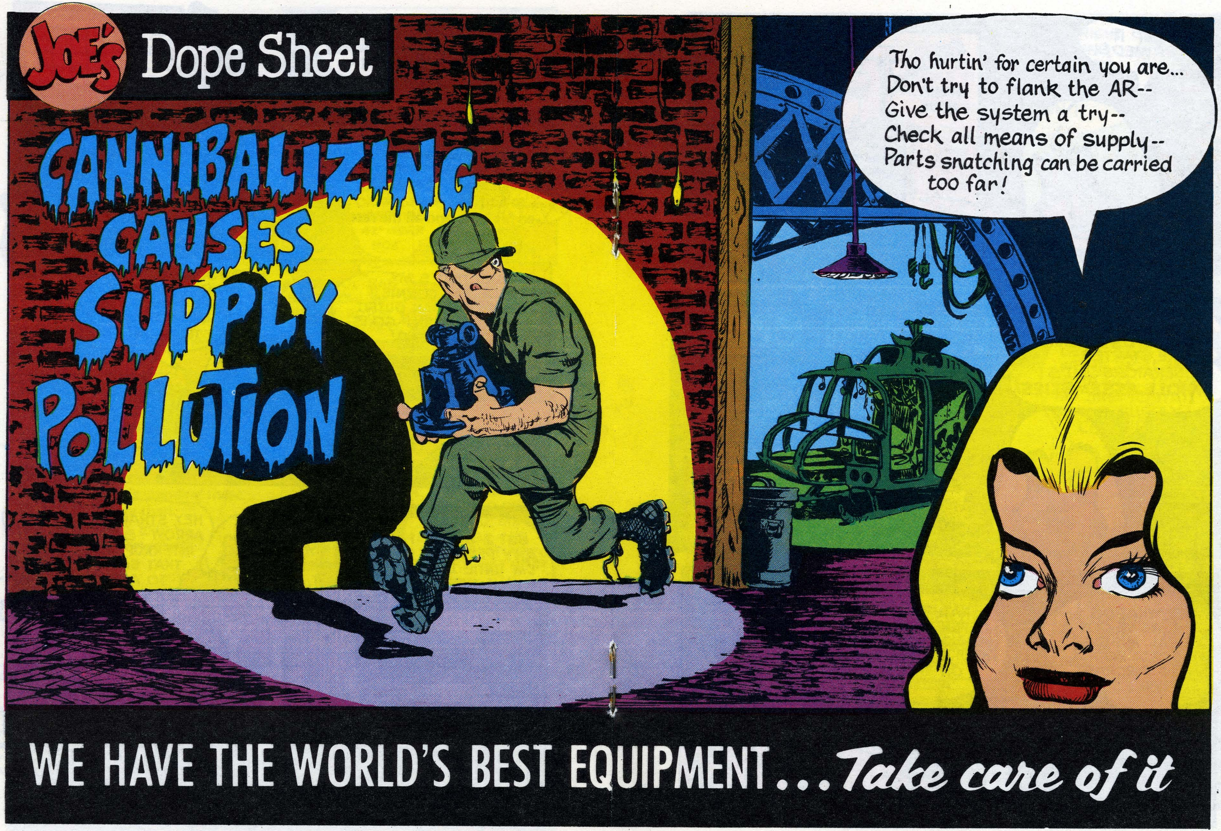

AND THAT'S MY PROBLEM, CONNIE!! SUDDENLY... AN OUTFIT THAT'S GREEN – GO IS NOW **RED** DEAD!
WHAT YOU'VE DONE IS BITE THE HAND THAT FEEDS YOU! Y' FOULED UP THE SUPPLY SYSTEM AND IT'S COME BACK TO HAUNT YOU!


BUT I HARDLY PUT **ANY** DEMANDS ON 'EM UNTIL I HURT... MAN, I JUST USED ONE BIRD TO FIX THE OTHERS.
THAT'S WHERE YOU STEPPED ON IT.

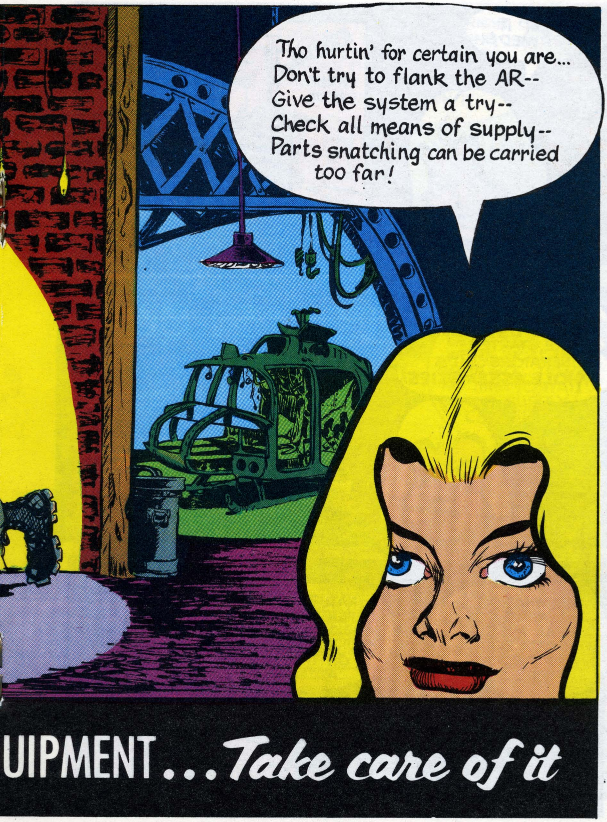

HEY, STRAIGHT ARROW – CAN I INTERRUPT ALL THAT SOUL TO ASK YOU TO POST THIS PIN-UP!?
Oh, my darlin' Oh, my darlin' Oh my darlin' Hangar Queen You are naked as a Boom Boom... Picked y'r innards hound tooth clean


JOE'S Dope Sheet
CANNIBALIZING CAUSES SUPPLY POLLUTION
WE HAVE THE WORLD'S BEST EQ

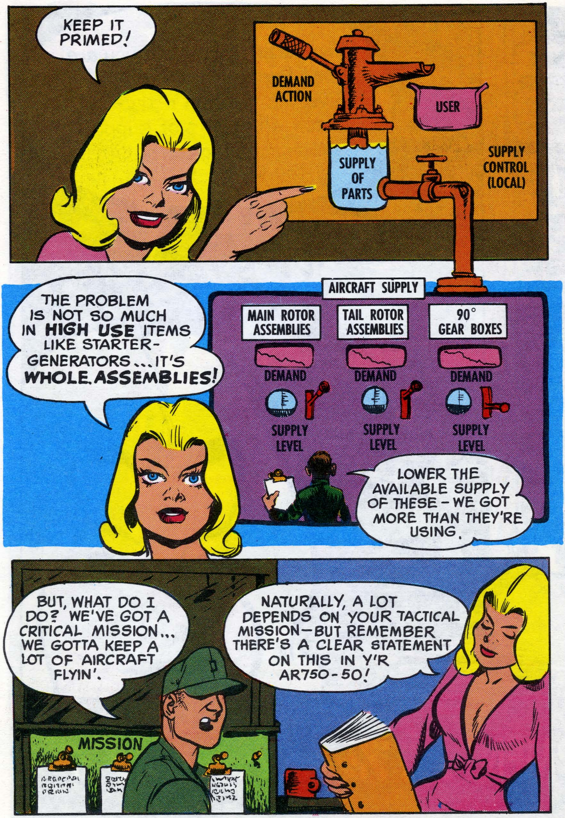
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BUL

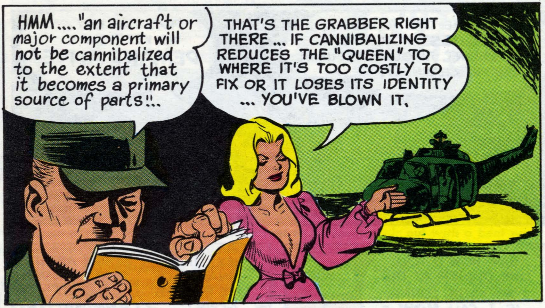

JOE'S Dope Sheet
CANNIBALIZING CAUSES SUPPLY POLLUTION
Tho hurtin' for certain you are... Don't try to flank the AR-- Give the system a try-- Check all means of supply-- Parts snatching can be carried too far!
WE HAVE THE WORLD'S BEST EQUIPMENT... Take care of it

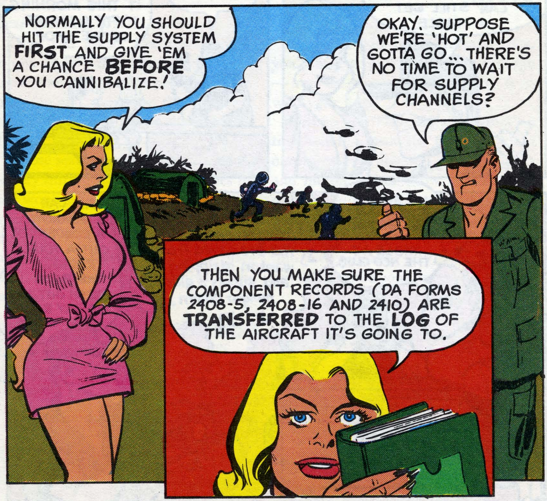
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

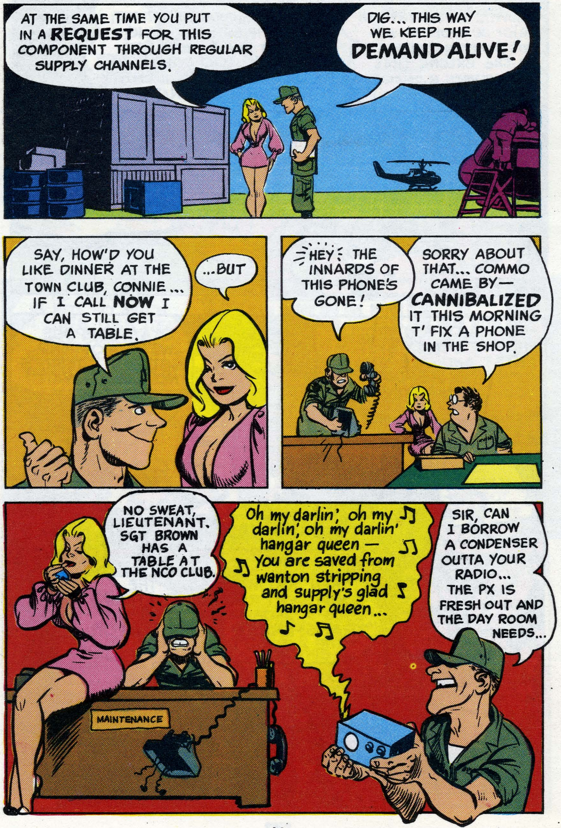

Tho hurtin' for certain you are...
Don't try to flank the AR--
Give the system a try--
Check all means of supply--
Parts snatching can be carried too far!
UIPMENT... Take care of it

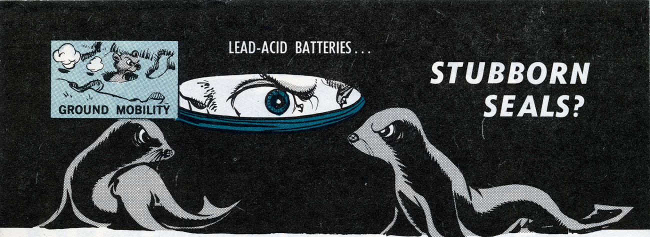
LETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.


KEEP IT PRIMED!
DEMAND ACTION
USER
SUPPLY OF PARTS
SUPPLY CONTROL (LOCAL)
AIRCRAFT SUPPLY
THE PROBLEM IS NOT SO MUCH IN **HIGH USE** ITEMS LIKE STARTER-GENERATORS... IT'S **WHOLE ASSEMBLIES!**
MAIN ROTOR ASSEMBLIES
TAIL ROTOR ASSEMBLIES
90° GEAR BOXES
DEMAND
DEMAND
DEMAND
SUPPLY LEVEL
SUPPLY LEVEL
SUPPLY LEVEL
LOWER THE AVAILABLE SUPPLY OF THESE – WE GOT MORE THAN THEY'RE USING.
BUT, WHAT DO I DO? WE'VE GOT A CRITICAL MISSION... WE GOTTA KEEP A LOT OF AIRCRAFT FLYIN'.
NATURALLY, A LOT DEPENDS ON YOUR TACTICAL MISSION – BUT REMEMBER THERE'S A CLEAR STATEMENT ON THIS IN Y'R AR750-50!
MISSION


HMM...."an aircraft or major component will not be cannibalized to the extent that it becomes a primary source of parts!..
THAT'S THE GRABBER RIGHT THERE... IF CANNIBALIZING REDUCES THE "QUEEN" TO WHERE IT'S TOO COSTLY TO FIX OR IT LOSES ITS IDENTITY ... YOU'VE BLOWN IT.


NORMALLY YOU SHOULD HIT THE SUPPLY SYSTEM **FIRST** AND GIVE 'EM A CHANCE **BEFORE** YOU CANNIBALIZE!
OKAY. SUPPOSE WE'RE 'HOT' AND GOTTA GO... THERE'S NO TIME TO WAIT FOR SUPPLY CHANNELS?
THEN YOU MAKE SURE THE COMPONENT RECORDS (DA FORMS 2408-5, 2408-16 AND 2410) ARE **TRANSFERRED** TO THE **LOG** OF THE AIRCRAFT IT'S GOING TO.


AT THE SAME TIME YOU PUT IN A **REQUEST** FOR THIS COMPONENT THROUGH REGULAR SUPPLY CHANNELS.
DIG... THIS WAY WE KEEP THE **DEMAND ALIVE!**
SAY, HOW'D YOU LIKE DINNER AT THE TOWN CLUB, CONNIE... IF I CALL **NOW** I CAN STILL GET A TABLE.
...BUT
HEY! THE INNARDS OF THIS PHONE'S GONE!
SORRY ABOUT THAT... COMMO CAME BY— **CANNIBALIZED** IT THIS MORNING T' FIX A PHONE IN THE SHOP.
NO SWEAT, LIEUTENANT. SGT BROWN HAS A TABLE AT THE NCO CLUB.
Oh my darlin', oh my darlin', oh my darlin' hangar queen — You are saved from wanton stripping and supply's glad hangar queen...
SIR, CAN I BORROW A CONDENSER OUTTA YOUR RADIO... THE PX IS FRESH OUT AND THE DAY ROOM NEEDS...
MAINTENANCE



LEAD-ACID BATTERIES...

STUBBORN SEALS?

Dear Half-Mast,

Some new dry-charged batteries are coming through with a plastic seal down in the bottom of the filler holes. We've been told to lift these seals out with a bent wire hooked down through the tiny hole in the center of the seal.

Trouble is, the seals usually won't break loose that easy, so the wire just straightens out. Or the seal won't come out because it's a shade bigger than the filler hole.

Any ideas?

SP5 J. J. H.

Dear Specialist J. J. H.,

Glad you asked. I've run across a coupla cases where the people didn't know those seals are s'posed to be removed—and, somehow, they managed to put the electrolyte in through that li'l hole.

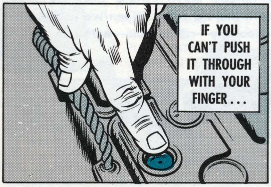
Those seals are to keep air out of the battery during storage so the plates inside won't sulphate (like what happens when you don't keep electrolyte over the plates of that battery in your equipment). So you leave those seals in place until you're ready to activate the battery.

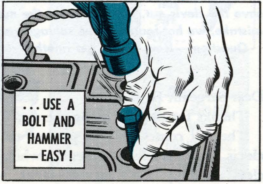
If a bent wire doesn't do the trick, you'll have to push the seal on through—into the battery. Try pushing it in with your finger.

Still no go? Then use a bolt that's a little smaller than the fill hole. Hold onto it good so it won't go on through and hit the plates. Now tap the head end of the bolt v-e-r-y lightly with a small hammer or stick of wood.

The seal may drop in whole or break into pieces. Either way, it won't hurt anything inside your battery.

Half-Mast


IF YOU CAN'T PUSH IT THROUGH WITH YOUR FINGER...


...USE A BOLT AND HAMMER—EASY!

DON'T RUN FOR COVER

A REAL HORN BUTTON EATER.

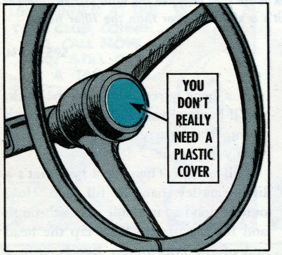
Dear Half-Mast,

We're running all over the place trying to find the OD-colored plastic horn button cover for our M715 1¼-ton trucks. Somebody must be eating them, because a lot of those covers are missing.

I don't know what useful purpose that cover serves, but we get gigged when it's missing. There's no mention of it in the parts manuals.

Help!

CW2 C. M. B.


YOU DON'T REALLY NEED A PLASTIC COVER

Dear Mr. C. M. B.,

Walk, don't run, because you won't find a replacement for that horn button cover — unless you're lucky enough to latch onto one in the bone yard. There's no FSN for it and there won't be — it's a non-stock item.

You don't need that cover, anyway. It was put on there only to cover up the manufacturer's name on the horn button. If the color of the horn button bothers somebody, your CO can authorize you to paint it OD.

Half-Mast

SAVE YOUR NUT

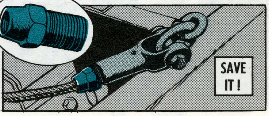
Dear Half-Mast,

Here's a tip for others and a question for you:

Tip—When you replace the winch cable on your M715 1¼-ton truck, be sure to save the clevis nut. We tossed out the nut with the old cable. When we realized our mistake, we hot-footed to the salvage yard—too late—cable gone—with nut.

Question—How do we get another clevis nut?

SSG H. E. G.



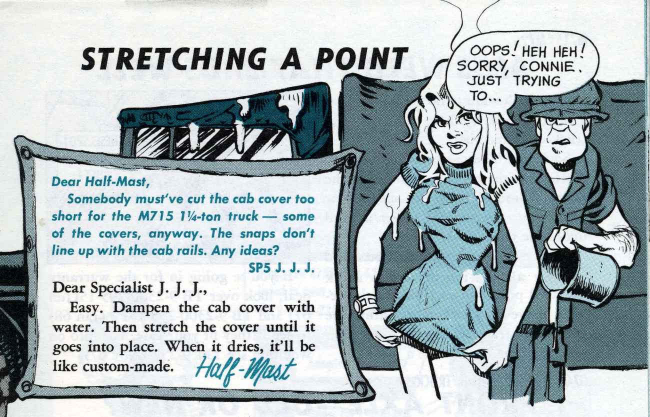
Dear Sergeant H. E. G.,

Thanks for passing along the tip.

The nut comes only as part of the clevis, so you'll have to order the whole clevis assembly, FSN 5340-087-8050.

Half-Mast

STRETCHING A POINT


OOPS! HEH HEH! SORRY, CONNIE. JUST TRYING TO...

Dear Half-Mast,

Somebody must've cut the cab cover too short for the M715 1¼-ton truck — some of the covers, anyway. The snaps don't line up with the cab rails. Any ideas?

SP5 J. J. J.

Dear Specialist J. J. J.,

Easy. Dampen the cab cover with water. Then stretch the cover until it goes into place. When it dries, it'll be like custom-made.

Half-Mast

ENGINE BLOCK DRAIN

Dear Half-Mast,

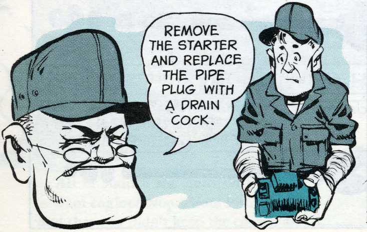
We're busting our knuckles taking out the coolant pipe plug from the 1¼-ton truck's engine block, what with the starter motor in the way. Could life get a little easier there?

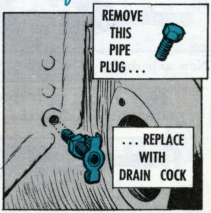
SGT P. H.

Dear Sergeant P. H.,

Your scraped and cut knuckles will get relief if you put in a drain cock (FSN 4820-849-1220) in the place of the pipe plug. Natch, you take out starter before drain cock goes in. Your CO has to OK the whole deal. Good time to make the change is during your regular cooling system service.

Half-Mast


REMOVE THE STARTER AND REPLACE THE PIPE PLUG WITH A DRAIN COCK.


REMOVE THIS PIPE PLUG...
... REPLACE WITH DRAIN COCK

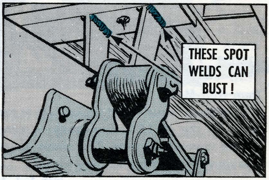
M715/M725 . . .

ALL'S WELD THAT ENDS WELL

You don't want to be the fall guy for a broken spot weld on your 1¼-ton truck cross members.

Some of these trucks went out into the field with this jinx right from the assembly line. If you've got one of these lulus, you may be able to get it fixed under the truck's warranty.

Matter of fact, it wouldn't be a bad idea for all 1¼-ton drivers to check the weld points on each side of the vehicle above the brackets mounting the body to the frame. A big shock, or plain metal fatigue could bust a weld.


THESE SPOT WELDS CAN BUST!

If you're going in for the warranty deal, look over TB 9-2300-295-15(Jun 67) and TB 9-2300-295-15/2 (Jan 68) to see if they fit your case. For info on welding, see TM 9-237 (Nov 67).

G742-SERIES 2½-TON TRUCK . . .

FRONT AXLE—OLD OR NEW?

Dear Half-Mast,

What's with the front axle shafts on our late production M35A2 2½-ton trucks? These're U-joint-type shafts instead of the older ball bearing-type. Repair parts in TM 9-2320-209-20P w/Ch 1 & 2 (Apr 69) aren't identified as to which axle shaft setup they go with.

What's the answer?

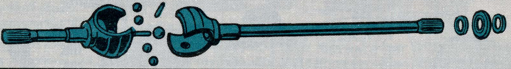
SFC N. H. S.

Dear Sergeant N. H. S.,

Until the -20P TM is straightened out, you'll have to peek at page 6, Ch 3 (Sep 66), TM 9-2320-209-35P for the answer.

You'll find the repair parts identified with—

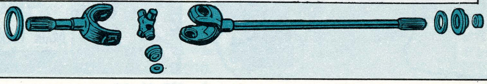
Older axle shafts, FSN 2520-752-1860 (left) and FSN 2520-752-1859 (right).



New axle shafts, FSN 2520-075-1763 (left) and FSN 2520-075-1762 (right).

These are the parts special for your new-type axle shafts:

Seal Assy, Axle, FSN 2520-075-1764
Washer, Thrust, FSN 2520-066-1314
Washer, Thrust, FSN 2520-066-1315



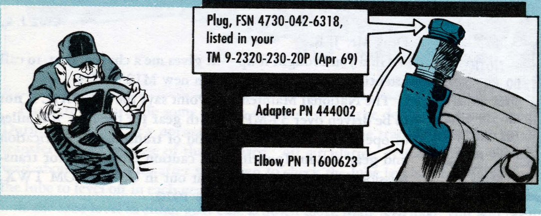
M656 MISSING LUBE FILLER?

Right now—check to make sure you've got the elbow, adapter and plug on your M656 5-ton truck's steering gear housing. Same goes for the XM757 and XM791 5-tonners.

And make sure this lube filler setup is positioned straight up.

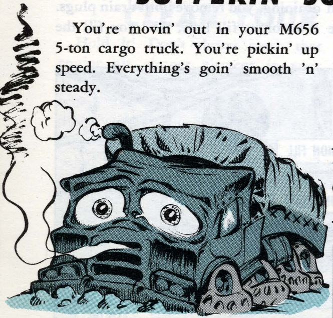
This's mighty important. The lube level inside the housing has to be high enough to cover the upper steering worm bearing. Otherwise, the bearing will run dry (you'll know it by the hard steering) and then it'll poop out.

Missing any of these parts? Here they are:


Plug, FSN 4730-042-6318, listed in your TM 9-2320-230-20P (Apr 69)
Adapter PN 444002
Elbow PN 11600623

SUFFERIN' SUFFOCATION!

You're movin' out in your M656 5-ton cargo truck. You're pickin' up speed. Everything's goin' smooth 'n' steady.

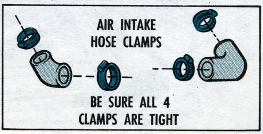


All of sudden she quits on you!

Bum engine? Nope. Bum PM. You'll find that you didn't keep the engine air intake hose clamps tight. One of the 2 hoses slipped off. The terrific suction collapsed the rubber elbow—like shutting off a valve. No air for your engine. Surprise—stalled engine.

If a clamp is missing, get a new one—FSN 4730-782-5459 and FSN 4730-782-5458 in your TM 9-2320-230-20P (Apr 69).

This story goes, too, for your XM 757 tractor truck and XM 791 van.


AIR INTAKE HOSE CLAMPS
BE SURE ALL 4 CLAMPS ARE TIGHT

GLAD YOU BROUGHT IT UP!

10-TON

END THE CONFUSION

Dear Half-Mast,

There's some confusion here on that "integral" transmission and transfer on our M123A1C 10-ton truck tractors—mainly about draining, filling and inspecting the lube. Part of the trouble is the servicing info in para 2-160, TM 9-2320-206-20 w/Ch 1 (Aug 68) — it doesn't line up with what's in LO 9-2320-206-12 (Mar 66).

Can you give us the straight poop?

CW2 J. R.

NOTICE:
DO NOT DRIVE OVER 35 MPH IN 5TH GEAR FOR THE FIRST 500 MILES.

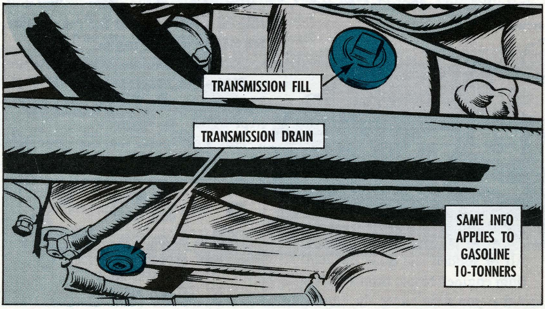
Dear Mr. J. R.,

Glad you brought it up—it gives me a chance, first, to call attention to a special caution on new M123A1C's.

The National Maintenance Point says the M123A1C is **not** to be driven over 35-MPH in 5th gear for the first 500 miles of operation. This's for the good of transmission lubrication and gear run-in. Ignoring this caution is begging for transmission failure. The word went out in USATACOM TWX, AMSTA-M (NMP) 11802, May 1970.

Now for regular PM service:

Although the transmission and transfer share the oil circulating system, each has its own drain and fill holes. When draining, you remove **both** drain plugs. Then you fill the transmission to the level of its fill hole. And you fill the transfer to the level of its fill hole.


TRANSMISSION FILL
TRANSMISSION DRAIN
SAME INFO APPLIES TO GASOLINE 10-TONNERS

GLAD YOU BROUGHT IT UP!

10-TON POOP

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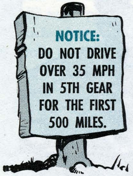
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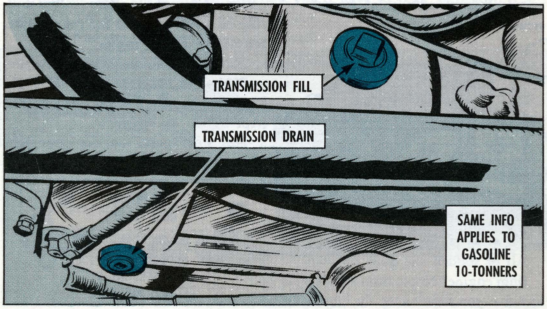
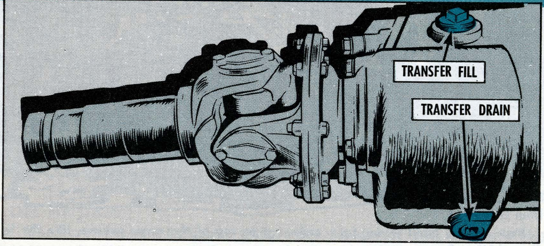


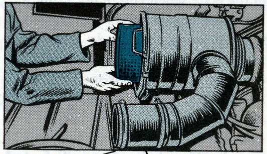


But here's a wrinkle some people forget—or maybe don't even know about. During operation, it's normal to have more oil in the transmission than in the transfer. This's because of that "shared" oil circulating system. So you have to wait about 20 minutes after shutdown to check the lube levels. This wait allows the lube to level off in each gear case.

If the lube level in either gear case is down more than 1/2 inch, you add oil to bring it back up even with the fill hole.

Half-Mast

CLEAN YOUR AIR CLEANER

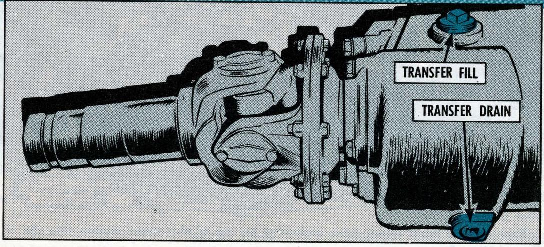


Hold it! Don't throw away that engine air cleaner element in your M123A1C 10-ton truck tractor—you're suckin' the supply dry. That element probably has more life in 'er yet with a good cleaning.

Sure, TM 9-2320-206-10 w/Ch 2 (Jun 70) says "Replace element every 1,000 miles," but that doesn't mean you toss out the dirty element. You just blow out the dust. Then you inspect it. If it's in good shape, you wash it—but you let 'er dry out good for about 3 days before putting it back into service.

Make sure you soak up the info in para 3-24 of your -10 TM—including Change 2 to the TM.

SEE PAGE 49 OF PS 201.



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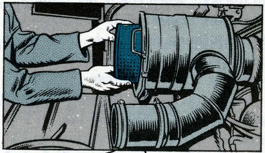

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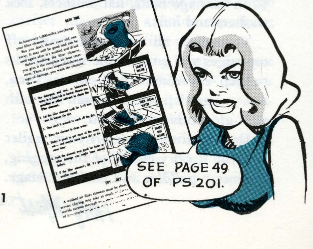


BATH TIME

At least every 1,000 miles, you change your filter element.

But you don't throw your old one away. It may still be good and can be used again after it's washed and dried.

Before washing the filter element, you give it the complete air hose treatment. Then, if your inspection shows no sign of damage, you wash the element, like so:

1. Use detergent and cool, or lukewarm, water in a clean tub or bucket. Never use gasoline or other solvent to clean the filter element.
2. Let the filter element soak for 5-10 minutes to loosen the dirt.
3. Then slosh it around to wash off the dirt.
4. Rinse the element in clean water.
5. Shake it good to get most of the water out—and maybe some more dirt at the same time.
6. Look the element over good for holes or other damage you might have missed before.
7. If the filter element's OK, it's good for another round.

DRY...DRY...

A washed air filter element must be thor

service (drying may take as much

terrific suction through

of it—maybe

KNOW YOUR
PITCH

Dear Half-Mast,

How do you keep water from collecting on top of the cargo trailers, like the ¼, ¾- and 1½-ers?

SP4 J. A. B.

Dear Specialist J. A. B.,

Trick with 'em is to pitch the paulin high enough to get the drainage.

With the ¼ tonners it's a simple deal. You just place a smooth board, 4½-in to 6-in wide, under the paulin the length of the body. Store the board in the body when you're not using it.

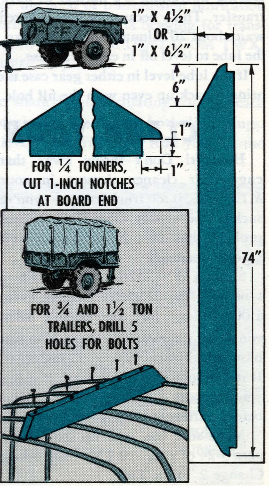
On the bigger babies you use a 1-in by 2-in ridge pole made from wood stock. Put it atop the center of the bows from the front to the rear.

Drill a ¼-in hole through the center of each bow assembly and line up 5¼-in holes in the ridge pole. Secure with ¼-in carriage bolts, flat washers, lock washers and nuts.

'Course, in all cases, you round off top edges and ends of the wood stocks to keep 'em from tearing canvas. Then, too, you gotta prime and paint 'em with semi-gloss olive drab paint.

Do this little chore on your trailer and you'll rid yourself of the sagging, the messy puddles and paulin damage.

Half-Mast


1" X 4½"
OR
1" X 6½"
6"
1"
1"
FOR ¼ TONNERS, CUT 1-INCH NOTCHES AT BOARD END
74"
FOR ¾ AND 1½ TON TRAILERS, DRILL 5 HOLES FOR BOLTS

M113/M113A1-SERIES CARRIERS...

SWITCH TO GAA?

I SAY SHE GETS OE...
BUT I HEARD THERE'S A SWITCH TO GAA.
THE CHIEF SETTLED IT. HERE'S THE WORD.

Dear Half-Mast,

What's the straight poop on switching from oil to grease in the M113 and M113A1 personnel carrier's suspension system?

I keep hearing the story, but I haven't seen the word.

Do we or don't we?

CW4 J. A. M.

Dear Mr. J. A. M.,

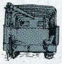
The word's been out for quite a while—in a world-wide letter sent out in May 1969 by the U.S. Army Tank-Automotive Command (TACOM). Instructions were given for putting grease fittings in the upper roadwheel arm housing and in the track idler upper arm assembly so they could be lubed with GAA instead of OE.

If your command didn't pass the word along to you, it must be they decided to stay with OE.

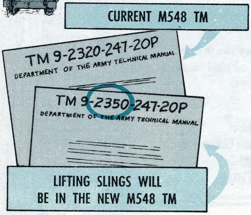
Pretty much the same poop on this switch is in TB 750-981-3 (Jul 70), Article 3-17.

But this TB article doesn't change the picture as far as you're concerned. You still need your own command's specific authorization to make the switch. Like the TB says, such a change is "optional with the user."

The switch from OE to GAA can apply to all vehicles in the M113 and M113A1 family.



M548 CC HOIST SLING

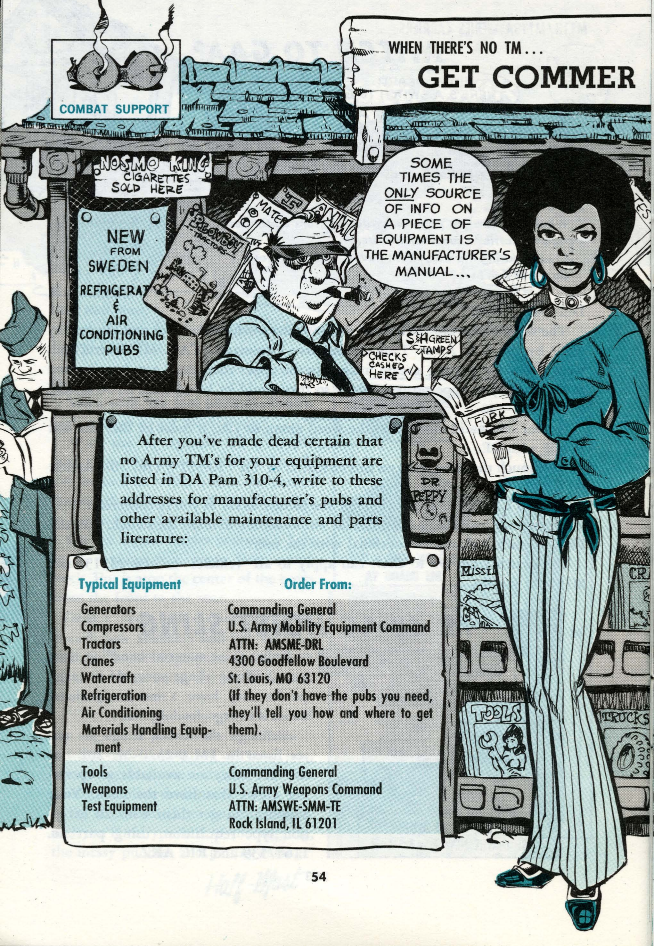

CURRENT M548 TM
TM 9-2320-247-20P
DEPARTMENT OF THE ARMY TECHNICAL MANUAL
TM 9-2350-247-20P
DEPARTMENT OF THE ARMY TECHNICAL MANUAL
LIFTING SLINGS WILL BE IN THE NEW M548 TM

Unless your material handling hoist has 2 lifting slings your M548 cargo carrier may have a hairy experience when it's cargo loading time.

Although the lifting slings are not yet listed in TM 9-2320-247-20P nor the -35P, they are available to operating crews that have the hoist. Your support can get them with an exception type requisition, using part no. 11647539 and RIC AKZ.

WHEN THERE'S NO TM . . .

GET COMMER



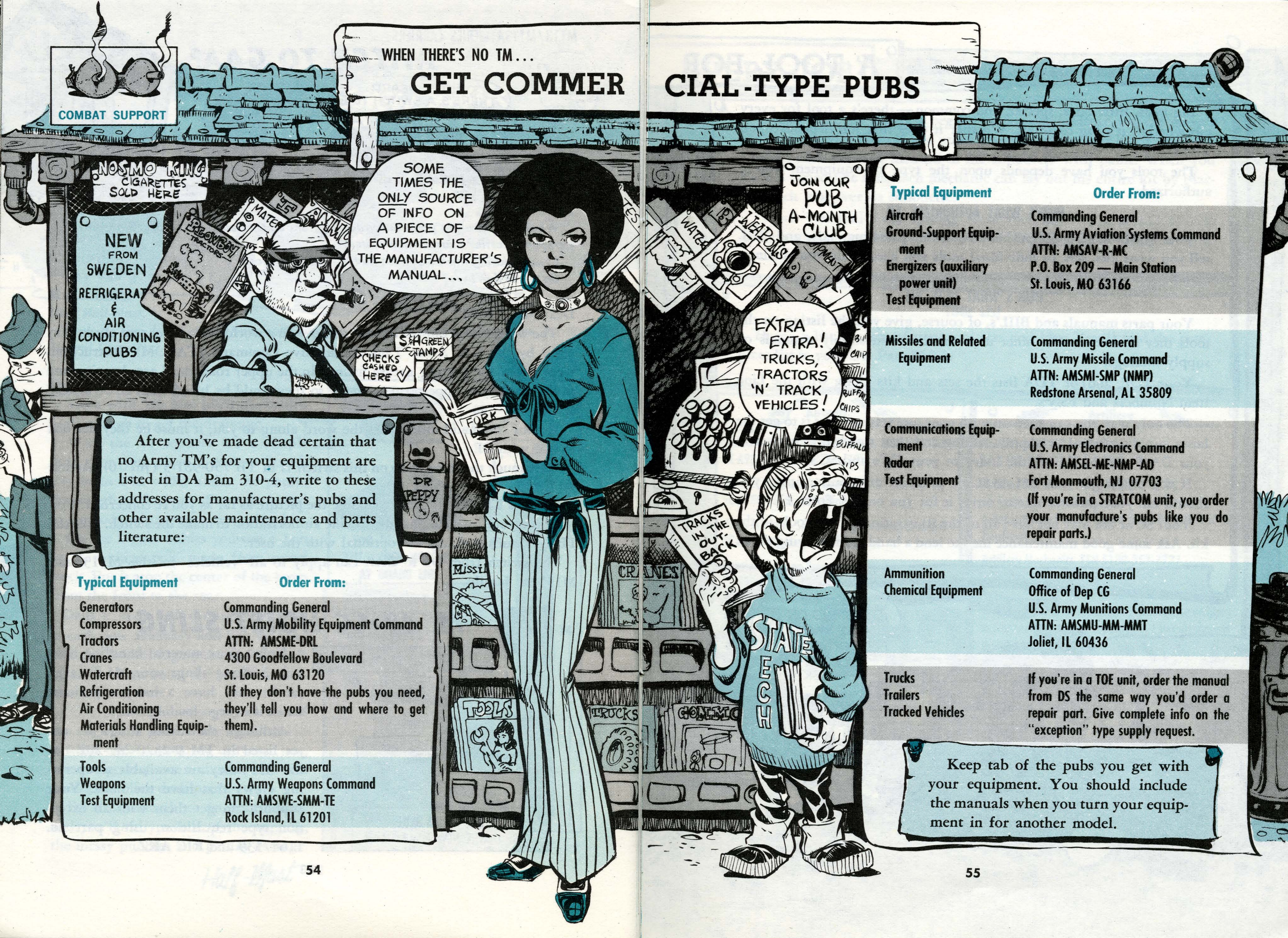
NOSMO KING
CIGARETTES SOLD HERE
NEW FROM SWEDEN REFRIGERAT & AIR CONDITIONING PUBS
PLOWBOY TRACTORS
MATER
SOMETIMES THE ONLY SOURCE OF INFO ON A PIECE OF EQUIPMENT IS THE MANUFACTURER'S MANUAL...
S&H GREEN STAMPS
CHECKS CASHED HERE ✓
FORK
DR. PEPPY
Missil
CRA
TOOLS
TRUCKS

After you've made dead certain that no Army TM's for your equipment are listed in DA Pam 310-4, write to these addresses for manufacturer's pubs and other available maintenance and parts literature:

Typical Equipment	Order From:
Generators Compressors Tractors Cranes Watercraft Refrigeration Air Conditioning Materials Handling Equipment	Commanding General U.S. Army Mobility Equipment Command ATTN: AMSME-DRL 4300 Goodfellow Boulevard St. Louis, MO 63120 (If they don't have the pubs you need, they'll tell you how and where to get them).
Tools Weapons Test Equipment	Commanding General U.S. Army Weapons Command ATTN: AMSWE-SMM-TE Rock Island, IL 61201

WHEN THERE'S NO TM . . .

GET COMMERCIAL-TYPE PUBS


NOSMO KING
CIGARETTES SOLD HERE
NEW FROM SWEDEN REFRIGERAT & AIR CONDITIONING PUBS
SOMETIMES THE ONLY SOURCE OF INFO ON A PIECE OF EQUIPMENT IS THE MANUFACTURER'S MANUAL...
JOIN OUR PUB A-MONTH CLUB
EXTRA EXTRA! TRUCKS, TRACTORS 'N' TRACK VEHICLES!
S&H GREEN STAMPS
CHECKS CASHED HERE ✓
FORK
DR. PEPPY
TRACKS IN THE OUT-BACK
STATE TECH
WEAPONS
CRANES
TRUCKS
TOOLS
BUFFALO CHIPS

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Aircraft Ground-Support Equipment Energizers (auxiliary power unit) Test Equipment	Commanding General U.S. Army Aviation Systems Command ATTN: AMSAV-R-MC P.O. Box 209 — Main Station St. Louis, MO 63166
Missiles and Related Equipment	Commanding General U.S. Army Missile Command ATTN: AMSMI-SMP (NMP) Redstone Arsenal, AL 35809
Communications Equipment Radar Test Equipment	Commanding General U.S. Army Electronics Command ATTN: AMSEL-ME-NMP-AD Fort Monmouth, NJ 07703 (If you're in a STRATCOM unit, you order your manufacture's pubs like you do repair parts.)
Ammunition Chemical Equipment	Commanding General Office of Dep CG U.S. Army Munitions Command ATTN: AMSMU-MM-MMT Joliet, IL 60436
Trucks Trailers Tracked Vehicles	If you're in a TOE unit, order the manual from DS the same way you'd order a repair part. Give complete info on the "exception" type supply request.

Keep tab of the pubs you get with your equipment. You should include the manuals when you turn your equipment in for another model.

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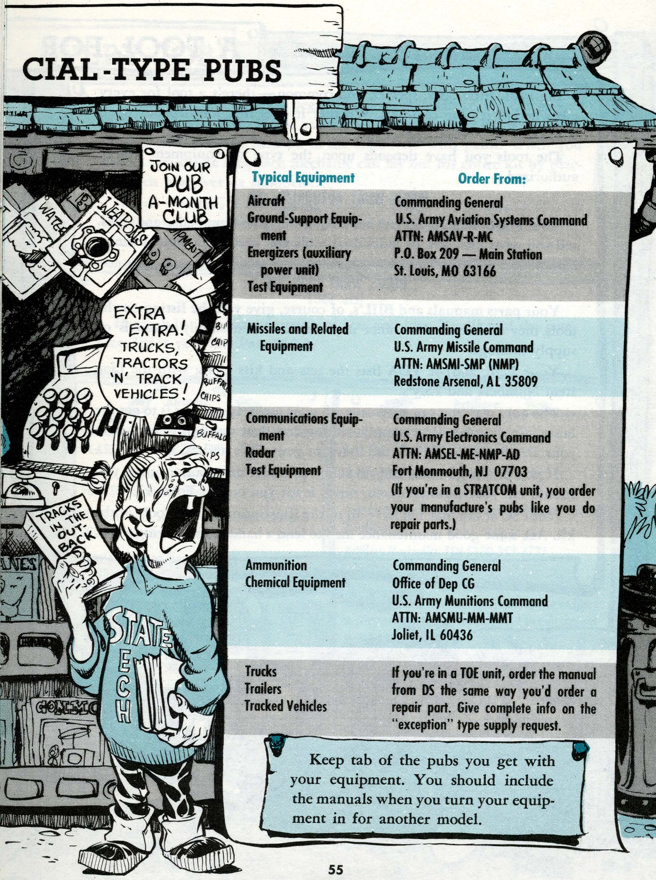
JOIN OUR PUB A-MONTH CLUB
WATER
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A TOOL FOR

Big ones, little ones, special, and common — there's a tool for every job whether it's big or small. Whether it does that job depends upon Y-O-U.

The tools you have depends upon the type of equipment you're authorized.

HERE'S WHAT AUTHORIZES 'EM

Your TOE/MTOE, TDA/MTDA, MOS, parts manuals, and BIIL tell you what kits, sets, or individual tools you need to do your maintenance.

HERE'S WHAT LISTS 'EM

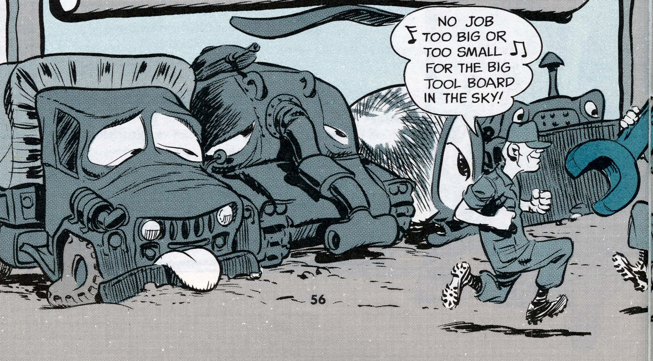
Your parts manuals and BIIL's, of course, give you the listing on the tools they authorize. The other tools are listed in supply manuals or supply catalogs.

Your TOE, and/or TDA lists the sets and kits along with the Line Item Numbers and FSN's.

The only way you can keep up with your tool sets and kits is to get the latest supply manual or supply catalog and then watch for changes in your DA Pamphlet 310-6, the index to your SM's and SC's.

If you didn't get your SM or SC on pinpoint distribution, then you should ask your pubs people to order it for you on DA Form 17.

Your SC or SM may not have all of the illustrations of the tools in the kit. Ask some good maintenance men to lend a hand in identifying them.


NO JOB TOO BIG OR TOO SMALL FOR THE BIG TOOL BOARD IN THE SKY!

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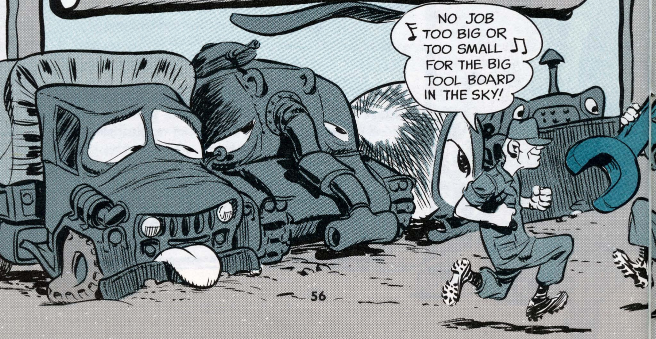
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When you find tools missing from your kit, you shouldn't have to order another complete kit—just order the tools that'll bring it up to snuff.

TOOL LIST

Here's a list of some of your tool sets and kits. You'll find the complete list in your DA Pam 310-6.

Aircraft

Aircraft Armament Repairman, MOS 45J, Basic
SC 4933-95-CL-A13 (Jan 70)

Aircraft Mechanic's, General
SC 5180-99-CL-A01 (Mar 69)

Army Aircraft, Sets A, A Supplement, B, and C
SC 4920-99-CL-A71 (Feb 69), C1

Special Airborne Preventive Maintenance
SC 4910-95-CL-A56 (Apr 70)

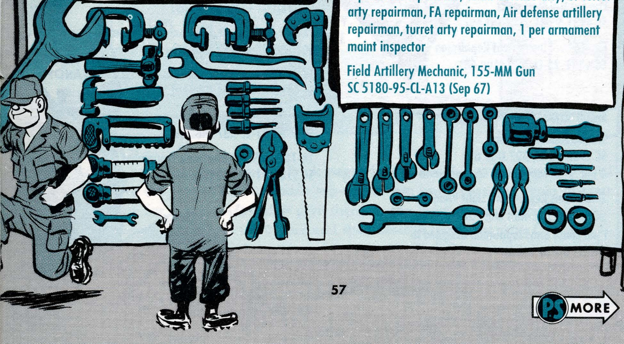
Artillery

Antiaircraft Artillery Mechanic
SC 5180-95-CL-A50 (Jan 70)

Artillery Mechanic, FSN 5180-699-3594
SC 5180-95-CL-A43 (Dec 67)
1 per arty mech when supporting 105-MM, 155-MM howitzers

Artillery Mechanics, FSN 5180-357-7727
SC 5180-95-CL-A12 (Sep 66)
1 per Sr FA repairman, Sr air defense arty, Sr turret arty repairman, FA repairman, Air defense artillery repairman, turret arty repairman, 1 per armament maint inspector

Field Artillery Mechanic, 155-MM Gun
SC 5180-95-CL-A13 (Sep 67)



PS MORE

EVERY JOB

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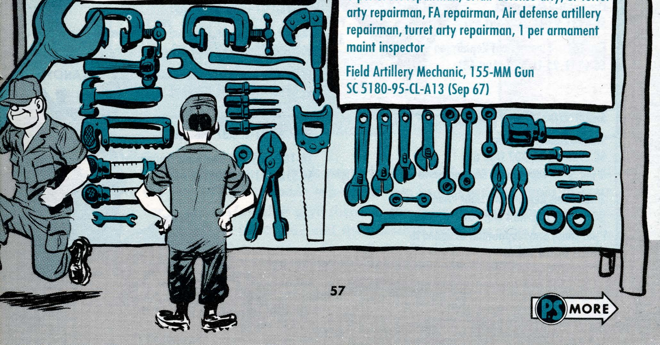


PS MORE

Tank and Automotive

Automotive Maintenance, No. 1 Common
SC 4910-95-CL-A74 (Mar 70), Ch 1 (Sep 70)
(1 per co, batry, troop or similar unit authorized 8 to 75 Motor Vehicles and responsible for periodic Maint. Services)

Automotie Maintenance, Set No. 1 Supplemental
SC 4910-95-CL-A73 (Feb 70)
(1 per sep unit responsible for semi-annual PM services)

Automotive Maintenance and Repair, No. 2 Common
SC 4910-95-CL-A72, Ch 1 (Sep 70)
(1 per bn. or sqdn maint. plat. or sep unit authorized 76 to 350 motor vehicles and responsible for performing semi-annual PM services)

Automotive Mechanic's, 5180-754-0641
SC 5180-90-CL-R16 (Jun 70)

Vehicle Full Tracked No. 2 Supplemental
SC 4940-95-CL-A08 (Dec 69)
(Used for PM services on tracked vehicles)

Waterproof Electrical Connector Repair Kit
SM 9-4-5935-S01 (May 62)

Turret Mechanic's
SC 5180-95-CL-A51 (Jan 70)

PHOTO REPAIRMAN

Fire Control

Fire Control Mechanics
SC 4931-95-CL-A01 (Oct 69)

Fire Control Instrument Repairman
SC 4931-95-CL-A09 (Aug 68)

Small Arms

Small Arms Repairman
SC 4933-95-CL-A07 (Apr 69)
1 per Sr SA repairman, SA repairman

Small Arms Repairman, Light Weight
SC 4933-95-CL-A08 (Jul 70)
1 per small arms repairman assigned to contact maint team.

Electronics

MK-356/G Wire Splicing Kit
SC 5975-91-CL-D01 (Jun 65)

MK-693/A Electronic Equipment (Maintenance of aircraft wiring harnesses, and cables)
SC 5821-91-CL-E04 (Feb 70)

TE-21 Lineman's Equipment
SC 5180-90-CL-R08 (Oct 69)

TE-33 Lineman's (Pouch, Pliers, and Knife)
SC 5180-91-CL-S12 (Jun 65)

TE-49 Telephone and Telegraph Repair
SC 5180-91-CL-S08 (Dec 64)

TE-50B Telegraph Printer Equipment
SM 11-4-5180-CL-S05 (May 63), C1

TE-73 Individual Wireman
SC 5180-90-CL-R04 (Jun 69)

TE-123 Carrier Equipment Repair
SC 5180-91-CL-S07 (Nov 64)

TK-61/SR Shipboard Radio Equipment Repair
SM 11-4-5180-R26 (Jun 64), C3

TK-77/GF Photographic Repairman
SM 11-4-5180-R05 (Sep 63)

TK-105/G Radio and Radar Repairman
SC 5180-91-CL-R07 (Apr 69)

TK-100/G Radio and Radar Repairman
SC 5180-91-CL-S21 (Mar 69)

TK-101/G, Tool Kit, Electronic Equipment
SC 5180-91-CL-R13 (Apr 69)

TK-145/G Communications Equipment
SC 5180-91-CL-R34 (Sep 69)

TK-165/G Intercept
SC 5180-91-CL-R37 (Nov 69)

TK-187/MSC-46 Electronic Equipment
SC 5180-91-CL-R48 (Sep 69)

KEEP THESE LISTS HANDY.

THE CASE OF THE MISSING ROLLS

...NO-TOOL ROLL.
AH SO... EGG ROLL?

Dear Half-Mast,

How do we get replacement cases and rolls for the wrench sets in the No. 1 and No. 2 common tool kits, and the automotive mechanic's tool kit? There're no FSN's listed.

CW2 J. R. D.

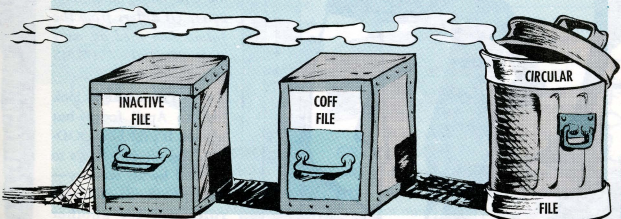
Dear Mr. J. R. D.,

When there's no FSN's listed it means the rolls and cases are not in the supply system as separate items.

So . . . you either get 'em thru local purchase, or have 'em made. If all else fails your support can send through a requisition for a non-standard item. Be sure to include the FSN of the wrench set and the name of the manufacturer.

Half-Mast

SUPPLY RECORDS COFF

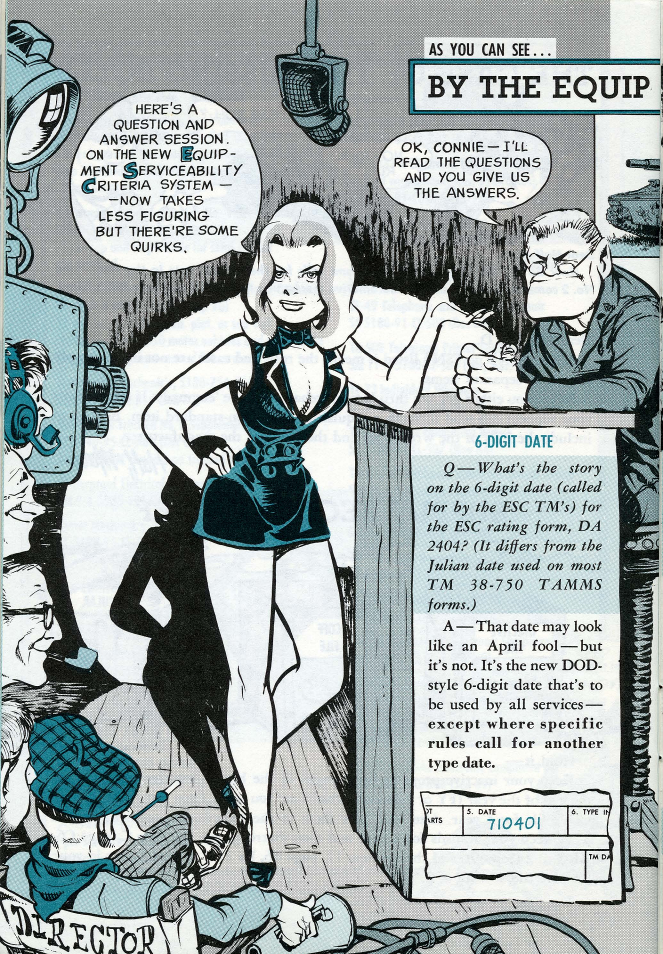


Hold it—

Keep your inactive property book pages in the book's inactive section until the end of the year (FY or calendar, whichever you use). Then put them in your COFF file for 1 year. After that give them to the records management people. They keep your records for 1 year and then destroy them. See App C, page C6, AR 340-2 (Sep 69), and change item 17, page 66, PS 210, to read 1 year in your inactive file, instead of 2.

AS YOU CAN SEE...

BY THE EQUIP


HERE'S A QUESTION AND ANSWER SESSION. ON THE NEW EQUIPMENT SERVICEABILITY CRITERIA SYSTEM — —NOW TAKES LESS FIGURING BUT THERE'RE SOME QUIRKS.
OK, CONNIE — I'LL READ THE QUESTIONS AND YOU GIVE US THE ANSWERS.
DIRECTOR

6-DIGIT DATE

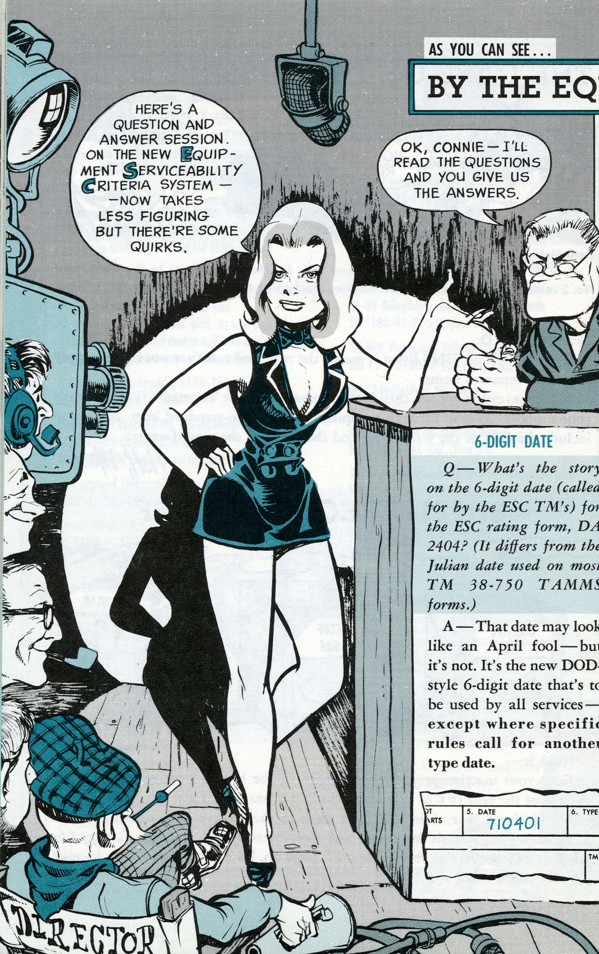
Q — What's the story on the 6-digit date (called for by the ESC TM's) for the ESC rating form, DA 2404? (It differs from the Julian date used on most TM 38-750 TAMMS forms.)

A — That date may look like an April fool — but it's not. It's the new DOD-style 6-digit date that's to be used by all services — **except where specific rules call for another type date.**

OT
ARTS
5. DATE
710401
6. TYPE IN
TM DA

AS YOU CAN SEE...

BY THE EQUIPMENT ESC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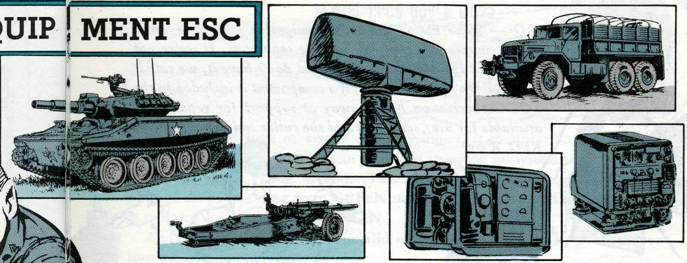
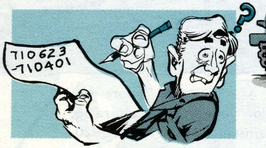


This is referred to as a "calendar" date in the ESC TM's. And para 3-4c (2) (e) in TM 38-750 permits either a **calendar** or Julian date on DA 2404. Since ESC ratings normally are **not** transferred to punch cards, the ESC TM's call for the DOD-style **calendar** date on ESC ratings.

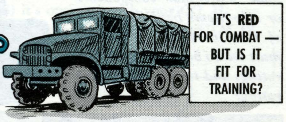
The 4-digit Julian date is called for on specific feedback forms because it's possible to get elapsed time (in days) by subtracting 1 Julian date from another on punch cards.


?
710623
-710401

You can't do this with the DOD-style date, where 2 digits stand for the year (71 for 1971), 2 stand for the month (04 for April) and 2 stand for the day of the month (01 for 1 April) — or 710401.

ESC'S FOR C&T'S

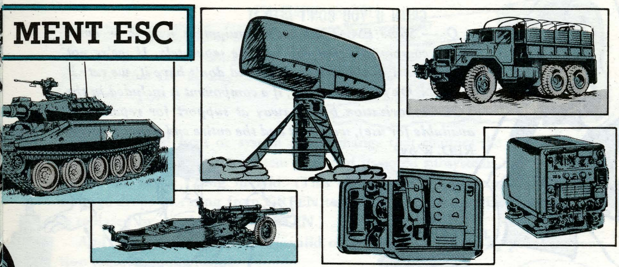
*Q — There are some ESC TM's for items (example: TM 9-2320-210-ESC for the M135 truck) that are type classified C&T (contingency and training). TM 38-750 says that items classified C&T are rated RED just like obsolete items. So why do we need a rating **on each point** in the ESC TM?*


IT'S RED FOR COMBAT — BUT IS IT FIT FOR TRAINING?

A — It's true that rating components GREEN or AMBER won't change the C&T end item rating (RED for a combat unit). But those component ratings tell **you** a lot more about equipment condition — even if the item still gets a RED overall rating for reasons other than the condition of components. F'rinstance, it may tell you whether the equipment's fit to do its **training** mission. (Both National Guard and the Reserve use C&T items for training.)

PS MORE

MENT ESC



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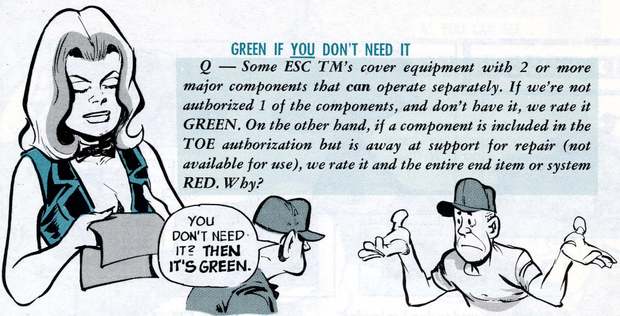

YOU DON'T NEED IT? THEN IT'S GREEN.

GREEN IF YOU DON'T NEED IT

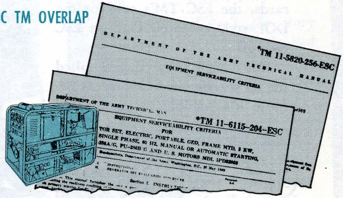
Q — Some ESC TM's cover equipment with 2 or more major components that **can** *operate separately. If we're not authorized 1 of the components, and don't have it, we rate it GREEN. On the other hand, if a component is included in the TOE authorization but is away at support for repair (not available for use), we rate it and the entire end item or system RED. Why?*

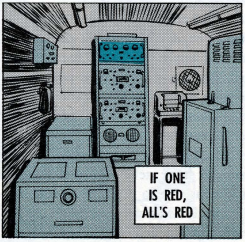
A—Equipment you don't need for your mission is **not** authorized. What's missing but **not needed** still leaves your equipment GREEN for your assigned job.

If it's authorized you need it for your assigned mission. What you need for your mission but ain't got is rated RED (or AMBER if that's the lowest rating for that component in the ESC TM. It's a shortage, temporary or otherwise).

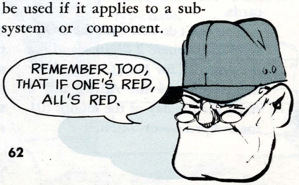
ESC TM OVERLAP

Q — Some ESC TM's cover an entire system, even though some individual components or subsystems have ESC TM's of their own. In such cases, must we do both the subsystem ratings and the overall system rating?


DEPARTMENT OF THE ARMY TECHNICAL MANUAL
*TM 11-5820-256-ESC
EQUIPMENT SERVICEABILITY CRITERIA
DEPARTMENT OF THE ARMY TECHNICAL MANUAL
*TM 11-6115-204-ESC
EQUIPMENT SERVICEABILITY CRITERIA
FOR
SET, ELECTRIC, PORTABLE, GED, FRAME MTD, 2 KW, SINGLE PHASE, 60 HZ, MANUAL OR AUTOMATIC STARTING
Section I. INSTRUCTIONS

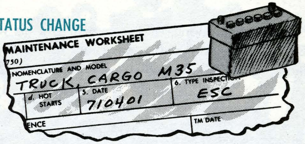

IF ONE IS RED, ALL'S RED

A—Yes. And before you blow your system, see para 3g, f'rinstance, in TM 11-5820-256-ESC, which says any separately published ESC TM will be used if it applies to a subsystem or component.


REMEMBER, TOO, THAT IF ONE'S RED, ALL'S RED.

ESC STATUS CHANGE

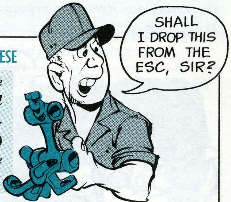
Q — Once its made, what will make an ESC rating invalid (within the 90 days between ratings)?


MAINTENANCE WORKSHEET
750)
NOMENCLATURE AND MODEL
TRUCK, CARGO M35
6. TYPE INSPECTION
ESC
d. HOT STARTS
5. DATE
710401
ENCE
TM DATE

A — Any end item or system **status** change that changes the rating (up or down) for the end item or system or one of its **rated** subsystems or components makes the entire rating invalid. (This can happen, f'rinstance, if component mileage drops its rating from GREEN to AMBER or if an AMBER component is replaced by another that's GREEN.)

And once that rating is found invalid, only a **complete point-by-point inspection** can update the rating.

ASK YOUR CO ON THESE


SHALL I DROP THIS FROM THE ESC, SIR?

Q — Some of our service school items have published ESC TM's but are not reportable on DA 2406 (TM 38-750) or DA 2715 (AR 220-1). Are ESC rating required?

A — For equipment not reportable to DA (TM 38-750, AR 220-1 or AR 135-8) it's optional with your CO. He can require ESC ratings or drop 'em (the next change to TM 38-750 will say so).

COMMERCIAL BREAK, MISS RODD.

CROSS CHECK IF YOU NEED TO

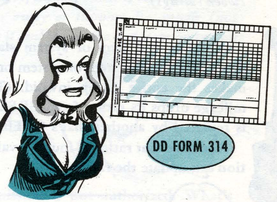
Q — Some ESC TM guidelines are vague. "Service brakes do not operate properly" from TM 9-2320-209-ESC for example. What's the requirement on this?

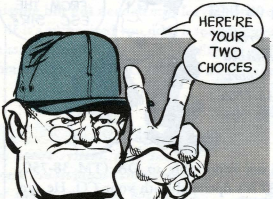
PS MORE

A—Taken alone, that statement is a bit woozy. But a note in para 3 of the ESC says you also make maximum use of PM checks and services and troubleshooting tables in the equipment TM (TM 9-2320-209-10, in this case).

RATING ON DD 314

Q— Para 3-3c(4)(f) in TM 38-750 says record the ESC rating on DD 314 for items reportable on DA 2406. After the rating is recorded, para 3-4d(2)(c)—covering everything but aircraft—says the DA 2404 rating form will be destroyed. How do we keep a record of the rating for items not reportable on DA 2406?




HERE'RE YOUR TWO CHOICES.

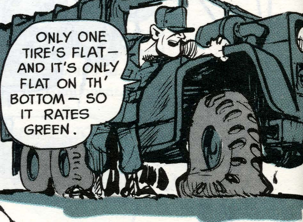
A—You have 2 choices. (1) Record the rating on DD 314 just as you do for reportable items; or (2) keep the DA 2404 rating sheet until the next rating is due, if your CO agrees. DA msg 191853Z Aug 70 gave the CO the option to retain DA 2404 ESC rating forms until the next inspection. (Only aircraft rating forms are required to be kept—unless the CO says to hold the others, too.)

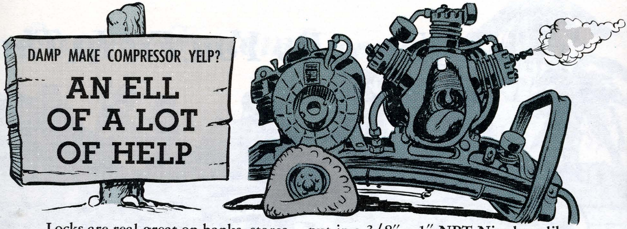
WHAT FOR 1 FLAT

FLAT MAKES IT AMBER.

Q — TM 9-2320-209-ESC for 2-1/2-ton trucks says tires rate GREEN if all tires are OK but AMBER if 2 are flat, missing or unserviceable. What's the rating for 1 flat?

A—Guess you could rate it GREEN minus, by stretching a point. But the ESC writers say 1 flat makes it AMBER.


ONLY ONE TIRE'S FLAT—AND IT'S ONLY FLAT ON TH' BOTTOM—SO IT RATES GREEN.



DAMP MAKE COMPRESSOR YELP?

AN ELL OF A LOT OF HELP

Locks are real great on banks, stores, and ignition panels—but bad news inside of engines or air compressors . . . especially water-lock.

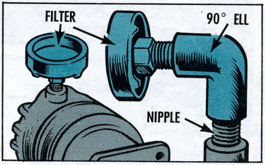
Units like Compressors, LP-832-ENG-2 and -512-ENG-2 get locked up easy. It's all because of an air inlet muffler filter that faces the falling rain . . . on No. 1 cylinder . . .

When you run one of these wrong-way items in the weather . . . it can gather in water that either sludges up your crankcase oil or causes hydrostatic lock . . . or both.

To avoid this, take off the filter, and put in a 3/8" x 1" NPT Nipple—like FSN 4730-050-1393—

Then insert a 90° ell, NPT female 3/8" like FSN 4730-722-2759, facing down—

Screw the filter back in, facing out . . . and forget the falling rain.



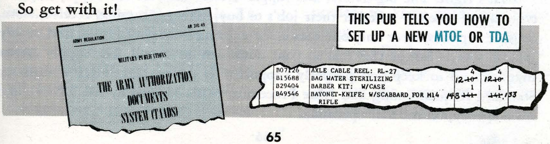
YOUR OUTFIT SHORT-CHANGED?

Well, don't just sit there yakking.

If your unit's TOE or TDA doesn't authorize all the equipment you need—or, worse yet, it authorizes the wrong gear for your unit's mission . . . report the problem quick-like to your CO. He can start the ball rolling to get the authorization document modified, so your unit will have exactly what it needs.

Setting up an MTOE or a new TDA is easier than ever. The new AR 310-49 (Mar 70), Authorization Documents System, gives step-by-step instructions, and it provides sample documents for telling the wheels in the Pentagon exactly what your outfit needs to do the job it's responsible for.

So get with it!



THIS PUB TELLS YOU HOW TO SET UP A NEW MTOE OR TDA

ARMY REGULATION

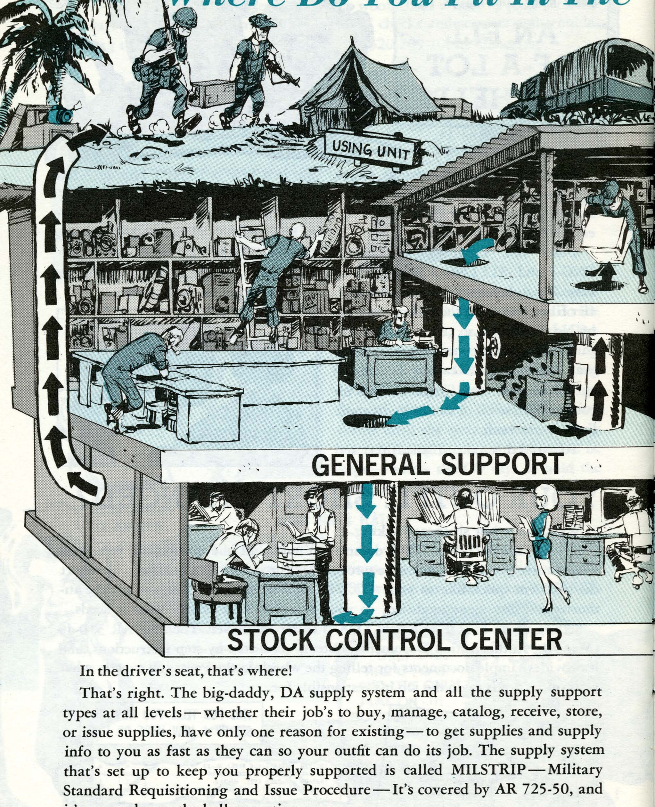
AR 310-49

MILITARY PUBLICATIONS

THE ARMY AUTHORIZATION
DOCUMENTS
SYSTEM (TAADS)

B07126	AXLE CABLE REEL: RL-27	4	4
B15688	BAG WATER STERILIZING	12 ~~10~~	12 ~~10~~
B29404	BARBER KIT: W/CASE	1	1
B49546	BAYONET-KNIFE: W/SCABBARD FOR M14 RIFLE	148 ~~141~~	~~141~~ 133

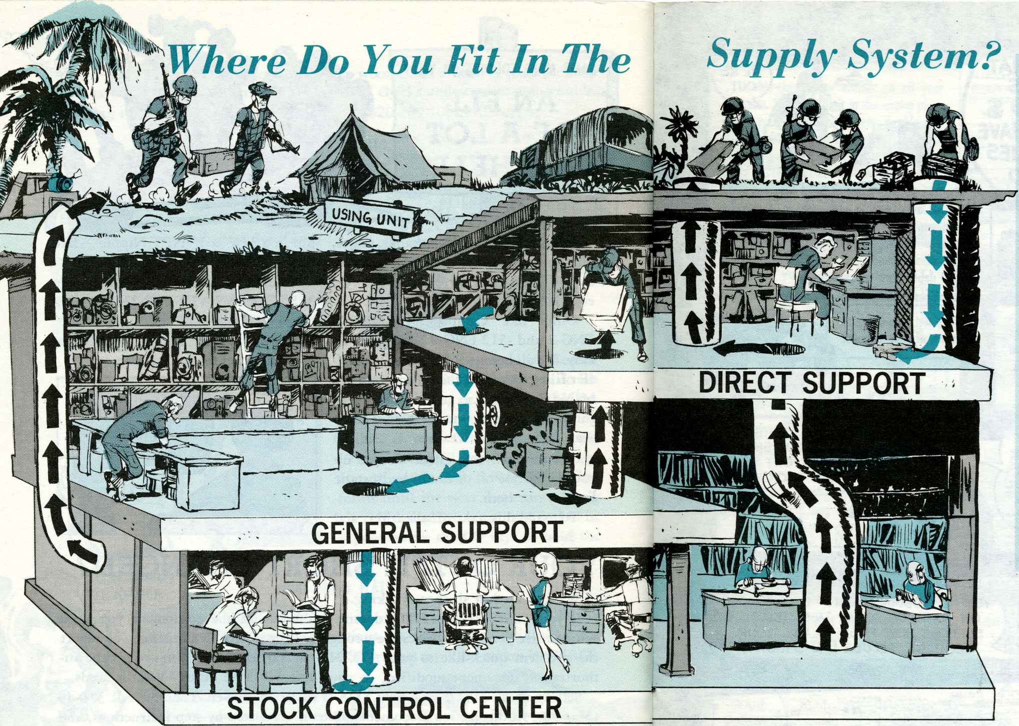
Where Do You Fit In The



In the driver's seat, that's where!

That's right. The big-daddy, DA supply system and all the supply support types at all levels—whether their job's to buy, manage, catalog, receive, store, or issue supplies, have only one reason for existing—to get supplies and supply info to you as fast as they can so your outfit can do its job. The supply system that's set up to keep you properly supported is called MILSTRIP—Military Standard Requisitioning and Issue Procedure—It's covered by AR 725-50, and it's a speedy, on-the-ball operation.

Where Do You Fit In The Supply System?



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But, for the supply system to work right, you have to stay in the right lane, and use the right signals. To start your supplies flowing, and to keep 'em coming, you have to know your supply SOP and AR 735-35 and AR 710-7 and you have to follow through like a pro on your requests.

First and foremost, remember—all your supply business: Your PLL, your requests for issue, turn-in, cancellation, follow-up, etc., go to your direct support (DS) outfit. They're the ones that are responsible for giving you what you need. They also keep tabs on your regular needs, and keep the supply system posted on how much of what's needed to keep your equipment going.

If your DS doesn't have the supplies you need, it's up to them to get 'em for you from whatever sources back them up. Like so—

DIRECT SUPPORT

Fills your requests from its stocks or other sources (cannibalizes or has 'em made or buys 'em).

GENERAL SUPPORT

General Supply backs up your DS.

They have their own stocks and other sources like DS. But if they can't come up with what's needed by DS they go to a stock control center of some kind to locate the supplies and have them shipped to DS.

STOCK CONTROL CENTER

This outfit is like a command post. They know where it's at and how to get it to DS, fast.

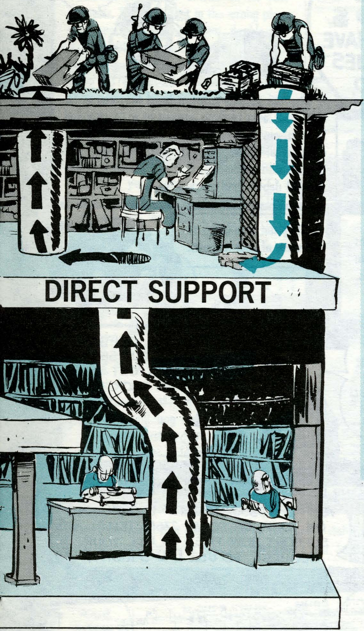
They can go to other DS or GS outfits in the area, or to DA, GSA or DSA depots, or to manufacturers, to help your DS fill your request.

Normally they can order the supplies to be sent directly to your DS.

In a real pinch, tho, your DS can code a MILSTRIP requisition so that the supplies will be sent directly to you. When this happens you'll get supply status cards on DD Form 1348m, instead of DA Form 2765. But, the DD Form uses the same codes you get on your 2765's . . . so no sweat!

PS MORE

Supply System?



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If your DS doesn't have the supplies you need, it's up to them to get 'em for you from whatever sources back them up. Like so —

PS MORE

HERE'S WHAT HAPPENS IF YOUR DS DOES NOT HAVE THE SUPPLIES ON HAND.

1. First off, your DS has stocks on hand, which include all your PLL items, and other things you need on a regular basis.

2. What DS doesn't have on hand they can order from their own back-up support — a GS (General Support) outfit. They can work back through supply channels all the way to Army depots, GSA (General Services Administration), and DSA (Defense Supply Agency) depots, and manufacturers.

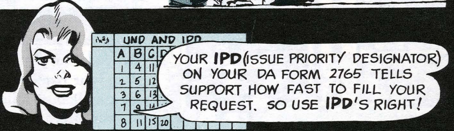
3. They can buy some things for you locally, or have 'em made for you at local shops.

4. They can cannibalize to fill some of your requests.

5. Or, they can borrow from another outfit to fill your request in an emergency.

AW C'MON, REMEMBER THE TIME I FOUND YOU ONE IN AN EMERGENCY.
OKAY, I CAN SPARE ONE... BUT SEE THAT I GET ONE BACK.

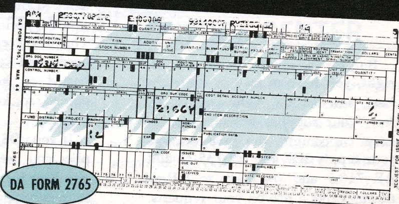
MILSTRIP OPERATES ON AN ISSUE PRIORITY SYSTEM


UND AND IPD
A B C D
1 4 11
2 5 12
3 6 13
7 9 14
8 11 15 20
YOUR IPD (ISSUE PRIORITY DESIGNATOR) ON YOUR DA FORM 2765 TELLS SUPPORT HOW FAST TO FILL YOUR REQUEST. SO USE IPD'S RIGHT!

But, for the system to work right, you have to run a good PLL operation.

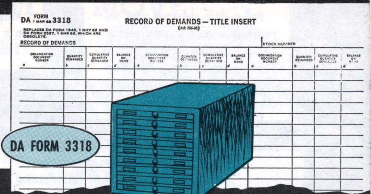
For example:

Use the PLL preprints (DA Form 2765) that support provides. The preprints have the latest supply info on an item. They save work, time and trouble all around.


DA FORM 2765

Double-check your entries on all your requests. The right digit in the wrong place can cause you a lot of sweat, doublecross you and DS, and leave you empty handed.

Keep good demand records on your DA Form 3318 (Record of Demands). They keep your PLL current and support's bins filled with the things you need the most.


DA FORM 3318

DA FORM 1 MAR 68 3318

RECORD OF DEMANDS — TITLE INSERT
(AR 735-35)

REPLACES DA FORM 1543, 1 MAY 62 AND DA FORM 2527, 1 MAR 62, WHICH ARE OBSOLETE.

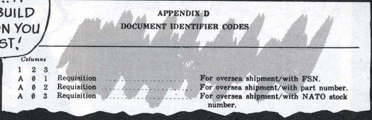
RECORD OF DEMANDS

STOCK NUMBER

ORGANIZATION DOCUMENT NUMBER a	QUANTITY DEMANDED b	CUMULATIVE QUANTITY DEMANDED c	BALANCE ON HAND d	ORGANIZATION DOCUMENT NUMBER a	QUANTITY DEMANDED b	CUMULATIVE QUANTITY DEMANDED c	BALANCE ON HAND d	ORGANIZATION DOCUMENT NUMBER a	QUANTITY DEMANDED b	CUMULATIVE QUANTITY DEMANDED c	BALANCE ON HAND d

Up-date your supply records when support provides new FSN, or other supply info on an item.

DON'T PUT IT OFF... IT CAN BUILD UP ON YOU FAST!



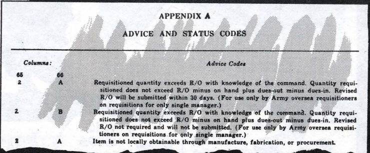
APPENDIX D

DOCUMENT IDENTIFIER CODES

Columns 1	2	3		
A	0	1	Requisition	For oversea shipment/with FSN.
A	0	2	Requisition	For oversea shipment/with part number.
A	0	3	Requisition	For oversea shipment/with NATO stock number.

BUT EVERYTHING YOU BEEN ORDERING IS HOT... HOW COME?

Know your IPD SOP, and use it right. The wrong use of high priority IPD's will bog down the supply system . . . and, leave you holding the bag.

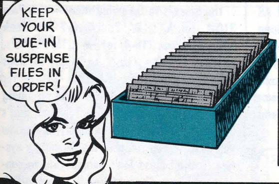


APPENDIX A

ADVICE AND STATUS CODES

Columns: 65	66	Advice Codes
2	A	Requisitioned quantity exceeds R/O with knowledge of the command. Quantity requisitioned does not exceed R/O minus on hand plus dues-out minus dues-in. Revised R/O will be submitted within 30 days. (For use only by Army oversea requisitioners on requisitions for only single manager.)
2	B	Requisitioned quantity exceeds R/O with knowledge of the command. Quantity requisitioned does not exceed R/O minus on hand plus dues-out minus dues-in. Revised R/O not required and will not be submitted. (For use only by Army oversea requisitioners on requisitions for only single manager.)
2	A	Item is not locally obtainable through manufacture, fabrication, or procurement.

Learn the codes that concern you on the supply status cards that support sends you on your requests. If you don't dig the codes your PLL operation's lost. See Appendix A and D, AR 735-35.


KEEP YOUR DUE-IN SUSPENSE FILES IN ORDER!

DO I REALLY NEED ALL THESE?

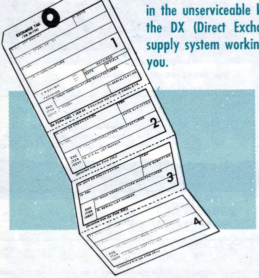
Quick-like cancel requests for parts you no longer need. Saves money, time, paperwork, and sweat all around.

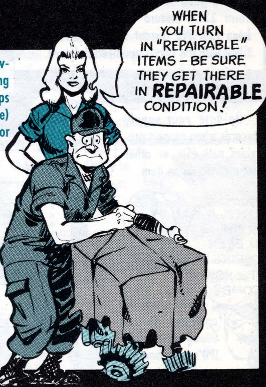
PS MORE

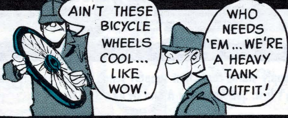
Pull a close check on your suspense files when you do a reconciliation report. (See para 4-8, AR 735-35, for the scoop on follow-ups, cancelling, and reconciliation reports.)

Keep your follow-up requests timely. Send 'em in only after the date on columns 62-64, or block 21 on your status cards.

Turn in repairable-recoverable items fast. Turning in the unserviceable keeps the DX (Direct Exchange) supply system working for you.


EXCHANGE TAG
1
2
3
4


WHEN YOU TURN IN "REPAIRABLE" ITEMS – BE SURE THEY GET THERE IN REPAIRABLE CONDITION!


AIN'T THESE BICYCLE WHEELS COOL... LIKE WOW.
WHO NEEDS 'EM... WE'RE A HEAVY TANK OUTFIT!

Turn in excess and unauthorized items. They are just added weight and space-eaters for you, and someone in a bad spot may be hurting for things you are hoggin' for no good reason.

Know your pubs real good. You need AR 735-35, AR 710-7 and your PLL SOP, along with the latest catalogs and supply manuals for your equipment . . . SB's, TB's, manufacturer's manuals, and any other pubs that concern the equipment. SB 700-20, adopted items of materiel; SB 700-50, for expendable items not listed in supply pubs.

The indexes to DA publications — DA Pam 310-1, for AR's, DA Pam 310-2 for blank forms, DA Pam 310-4, for TM's, TM-P's, SB's, TB's, etc. DA Pam 310-6, for supply catalogs and supply manuals. DA Pam 310-7, for MWO's. DA Pam 700-2, for info on filling forms and keeping supply records. And, that's about it. That's the kind of supply know-how you need so you can help the DA supply system (and all those Joe's behind you) to support you like you're supposed to be supported.

YOUR PUBS ARE YOUR ROAD MAP IN THE SUPPLY NETWORK.

REGULATED MOVE

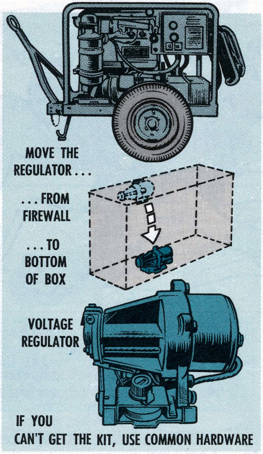
Regulations you always got, right? Make things go smoother.

Same with generators—voltage regulators even up the juice.

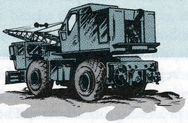
But regulators do get zapped, like on the 7.5-KW, 28-VDC, JHGV7.5A Hollingsworth sets. Mounted wrong, they don't live long.

It's easy to see whether your own set is in such danger. Just open the control box and look inside. If the voltage regulator is mounted on the bottom of the box, forget it. If it's up on the back wall, you need a retrofit kit to relocate it from the rear wall to the bottom surface.

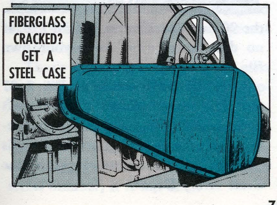
What kit? One should have been strapped on the set's shipping container as issued. It contains 3 longer wires, 2 cable straps, 4 rubber plugs for the old holes, a template for drilling holes in the bottom plus an instruction sheet. This minor alteration is authorized by AR 750-35.


MOVE THE REGULATOR . . .
. . . FROM FIREWALL
. . . TO BOTTOM OF BOX
VOLTAGE REGULATOR
IF YOU CAN'T GET THE KIT, USE COMMON HARDWARE

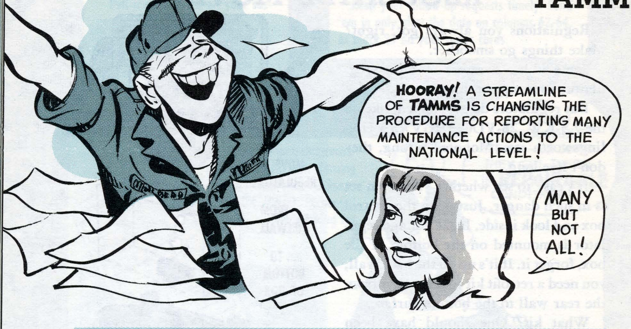
2380 RT CRANE CHAIN CASE



Is the fiberglass chain case on your crane's primary drive cracked? Or leaking oil? If so, you can now get a kit that completely replaces the fiberglass section with steel parts. Have your support requisition Kit, P/N (02280) SK-69-8-28GSO, using RIC A12. You'll get a steel case plus all the attaching hardware. The lube capacity of this steel case is 4 quarts, one more than the fiberglass job.


FIBERGLASS CRACKED? GET A STEEL CASE

DA 2407 REPORTS REDUCED IN... TAMMS


HOORAY! A STREAMLINE OF TAMMS IS CHANGING THE PROCEDURE FOR REPORTING MANY MAINTENANCE ACTIONS TO THE NATIONAL LEVEL!
MANY BUT NOT ALL!

- **All DA Form 2407 reports on aircraft and installed armament / avionics maintenance will be done as spelled out in TM 38-750.**
- **New "sample" reports — limited to named types or models of equipment in specific geographic areas or designated units and for a limited time only will be required.**

The word on the new DA 2407 streamline went out in DA Msgs 281851Z Sep 70 and 021847Z Oct 70 — and in directives within commands.

WHAT IT MEANS

At both organizational and support levels, this means DA 2407 recording and reporting remain unchanged. There's a big change, tho, at your local data processing installation. They hold the data (except for sample items and aircraft which still go to higher levels) and use it for local control — instead of sending it to the Army's Logistic Data Center. (The NMP copies of DA 2407 will go to your local data installation. Except for the aircraft and sample item forms, they'll be used only to compile data for local control and filed for the 90 days specified in TM 38-750. If no data installation, keep your own file.)

NOW, WE LOCAL DATA PEOPLE WILL BE ABLE TO REACT FASTER.

Only the NMP copies of DA 2407 reporting sample items and **aircraft maintenance** (or punch cards that result from these) will go to the Army's Logistic Data Center at Lexington-Blue Grass Army Depot.

DA 2407 REPORTS REDUCED IN . . .

TAMMS STREAMLINE

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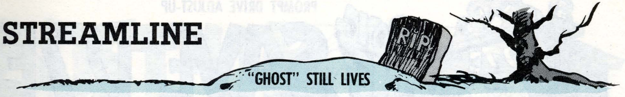

"GHOST" STILL LIVES

But don't get the idea that DA 2407 itself is ready for burial on boot hill. It's still a very live "ghost."

1. EIR's for all equipment still will be submitted on DA 2407 (except the emergency type by wire or phone).

2. MWO applications, at all levels, still will be reported on DA 2407.

3. Warranty claims still will be filed on DA 2407.

4. Sample reports will be filed on DA Form 2407, as required by the circular. F'rinstance, if reports are needed on the 1¼-ton truck, the units that are to report will be notified. From these units only the sample reports will continue for a designated time (6 to 12 months), then stop.

SAMPLE
SAMPLE

KEEP 'EM ACCURATE

As the amount of required maintenance reporting (from the local data processing installation to the Army's Logistic Data Center) drops to a new low, keep in mind that report accuracy is still a top priority need because the Army's Logistic Data Center may need to call for reports on certain equipment at any time.

That's especially true of your own unit identification code (UIC), equipment identification (nomenclature, model, serial number, FSN) and the component or part identification (nomenclature, FSN or part number and serial number, if it has one).

Make sure you put in accurate entries for all blocks that apply to the equipment (such as miles, hours or rounds) and that all parts, components or assemblies are identified as part of the end item they belong to.

Use only the latest codes as listed in Appendix A of TM 38-750.

STREAMLINE

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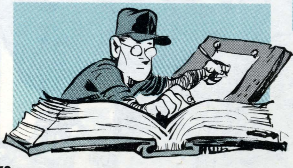
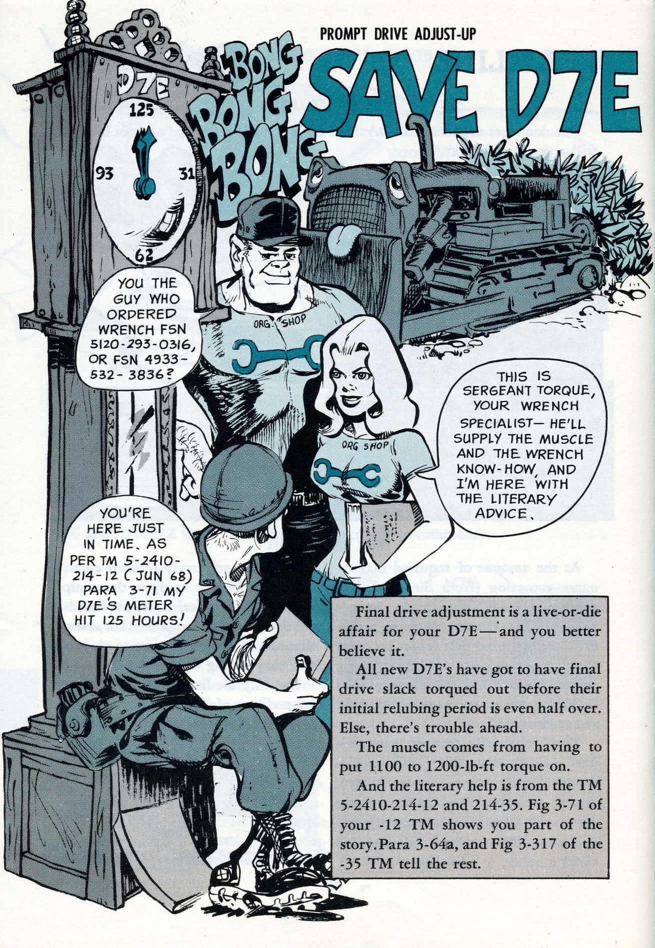
Make sure you put in accurate entries for all blocks that apply to the equipment (such as miles, hours or rounds) and that all parts, components or assemblies are identified as part of the end item they belong to.

Use only the latest codes as listed in Appendix A of TM 38-750.



PROMPT DRIVE ADJUST-UP

SAVE D7E


D7E
125
31
62
93
BONG
BONG
BONG
YOU THE GUY WHO ORDERED WRENCH FSN 5120-293-0316, OR FSN 4933-532-3836?
ORG. SHOP
THIS IS SERGEANT TORQUE, YOUR WRENCH SPECIALIST— HE'LL SUPPLY THE MUSCLE AND THE WRENCH KNOW-HOW, AND I'M HERE WITH THE LITERARY ADVICE.
ORG SHOP
YOU'RE HERE JUST IN TIME. AS PER TM 5-2410-214-12 (JUN 68) PARA 3-71 MY D7E'S METER HIT 125 HOURS!

Final drive adjustment is a live-or-die affair for your D7E—and you better believe it.

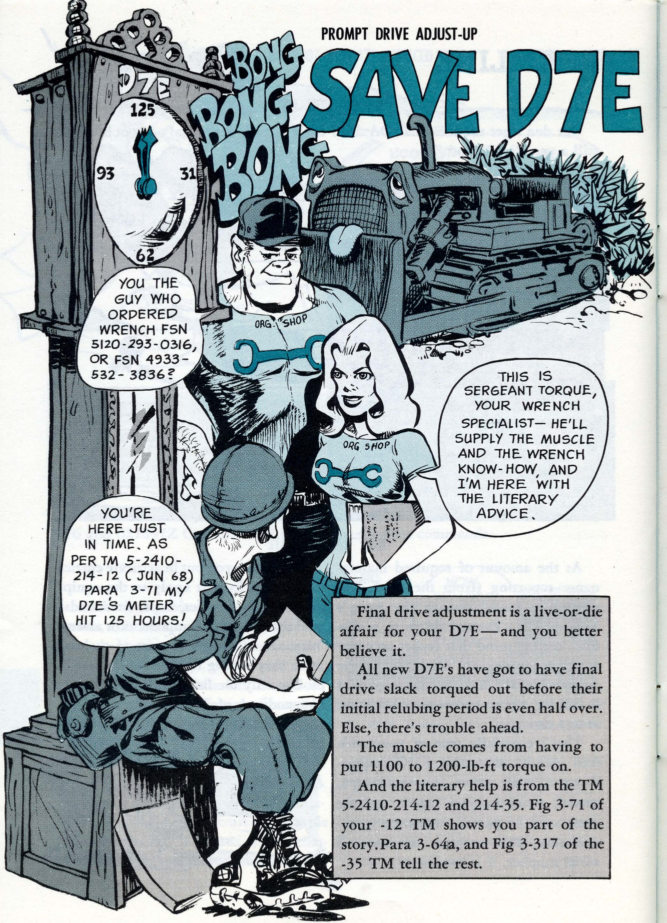
All new D7E's have got to have final drive slack torqued out before their initial relubing period is even half over. Else, there's trouble ahead.

The muscle comes from having to put 1100 to 1200-lb-ft torque on.

And the literary help is from the TM 5-2410-214-12 and 214-35. Fig 3-71 of your -12 TM shows you part of the story. Para 3-64a, and Fig 3-317 of the -35 TM tell the rest.

PROMPT DRIVE ADJUST-UP

SAVE D7E BUST-UP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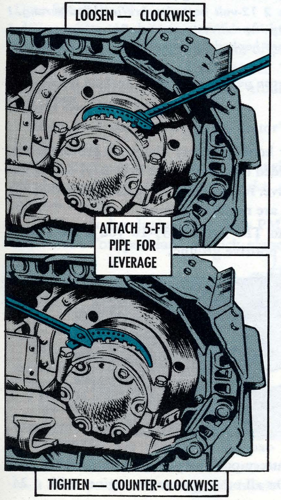
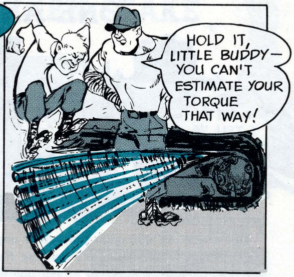
Thing to keep in mind is when you turn the adjusting nut you go clockwise to loosen and counter-clockwise to tighten. To get the 1100-1200 lb-ft torque, use a 5-ft pipe rammed up a foot on the wrench handle get a 200-lb guy to put steady pressure on it. No jerking or jumping up and down.


LOOSEN — CLOCKWISE
ATTACH 5-FT PIPE FOR LEVERAGE
TIGHTEN — COUNTER-CLOCKWISE

You do have to estimate torque, since there's no wrench to read a dial on for such . . . and be sure your retaining nut threads are well-oiled.


HOLD IT, LITTLE BUDDY— YOU CAN'T ESTIMATE YOUR TORQUE THAT WAY!

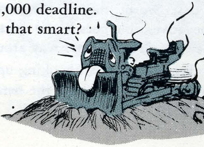
You have to do this chore by the clock and the day and by the word in that para 3-71 of your -12 TM . . . otherwise, vibration will score the cone end of the drive shaft, and a ridge will wear on it.

Then if you try to shoot grease in the cap fitting, grease won't reach the bearing. It also won't come out the pipe plug hole like it's s'pozed to (you do know you take out that pipe plug to put grease here, dontcha?). Instead, it balls up between the cone and the seal, and blows the seal.

Then if you get obstinate and try to run, you'll probably burn up a bearing . . . which can bring on a broken shaft . . . which can bring on a broken track and would you also like a fractured frame?

The lack of a couple hours' time and 31 cents worth of grease can add up to a $5,000 deadline.

Is that smart?



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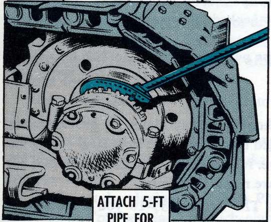

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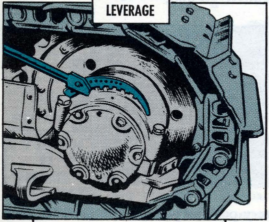

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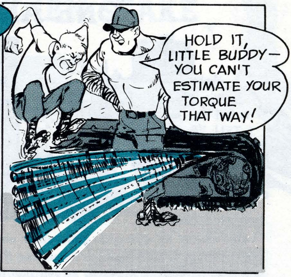
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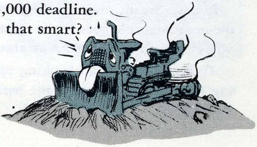
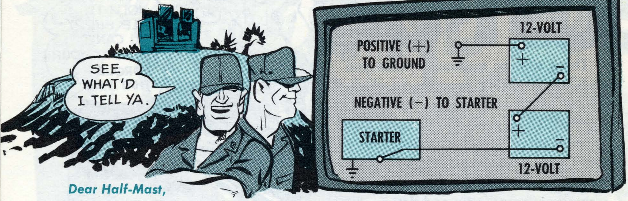


ONE AND ONLY



Dear Half-Mast,

Our 45-KW AC 400-cycle generators' engines are having problems with their 24-volt electrical system. I suspect it's because the 2 12-volt batteries are installed wrong. I say they should be installed so the polarity is positive-to-ground. But others say that everyone knows that all engine batteries are hooked up negative-to-ground. Even TM 5-6115-235-10, page 6 says so.

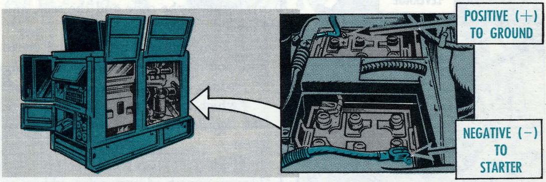
Please give me the straight dope so we can get our generators back on the line.

SP4 L. B. S.

Dear Specialist L. B. S.,

There is one exception to that battery hookup theory about all generator engines having their 24-volt system grounded on the negative side. And that is the 45-KW 400-cycle generator that you have. It's the only one in the system that has a "positive" ground polarity. All others are negative ground.

If you'll check Change 2 (Jan 68) to TM 5-6115-235-10 you'll see that it changes page 6 to read "unit polarity is positive ground."



In other words, the cable from the battery positive post goes to ground. And the negative cable goes to the starter. On all other generator engines with a 24-volt system, it's the other way around.

To keep others from hooking up the batteries wrong it may be worth stenciling one-inch letters across the battery case covers saying POSITIVE GROUND POLARITY.

Half-Mast

STOP SHAKE THEN STAKE

Dear Half-Mast,

Several of our 5- and 10-KW Mil Std generators have the habit of draining their crankcase oil all by themselves. The nut on the bottom on the crankcase drain valve vibrates loose, allows the valve to raise and out comes the oil. Especially when we least expect it.

Is there any way to keep the valve from vibrating open?

SP5 W. G.

Dear Specialist W. G.,

Your first chore is to get rid of that vibration. Excessive vibration can shake a lot of parts loose.

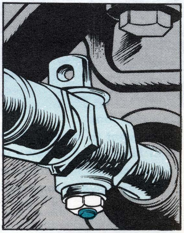
Dig out your engine TM—either TM 5-2805-258-14 or 5-2805-259-14—and troubleshoot the engine for "runs erratically."

Next check the engine and generator's mountings for looseness.

Last, after you re-tighten the nut at the underside of the crankcase drain valve, stake or peen the threads lightly.

And every day during your daily PM service give the valve's "off position" a quick glance.

Half-Mast



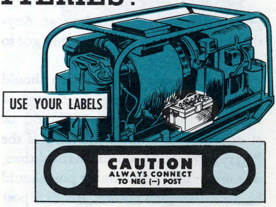
STAKE LIGHTLY AFTER TIGHTENING

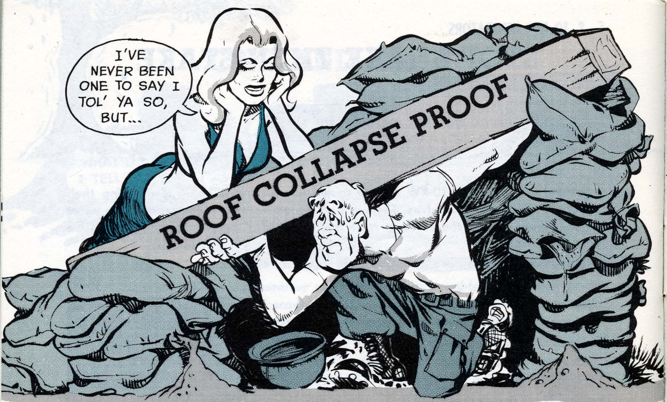
TIRED BATTERIES?

Your 5- and 10-KW generator sets suffering from a tired battery?

Give your battery a shot of electricity . . . by running the set at least 15 minutes a day. Keeps batteries charged.

And when you disconnect the battery cables to remove the battery, mark each with positive and negative labels so's you won't reconnect 'em wrong. The clamps'll fit either lug, and what with the cables disappearing into the bowels of most sets, it's hard to tell which is which. The positive label can be had with FSN 7690-477-3714; negative, 7690-477-3715.


USE YOUR LABELS
CAUTION
ALWAYS CONNECT TO NEG (–) POST


I'VE NEVER BEEN ONE TO SAY I TOL' YA SO, BUT...
ROOF COLLAPSE PROOF

Dear Half-Mast,

We want to support the roof of our 1.5-, 3- and 5-KW generator revetments with sand bags like it's shown in the generator's TM's. Our safety people say it's a no-no 'cause the roof may collapse if the bags shift or are cut.

Can you give us some guidelines on this?

SGT J. C. B.

4X4's SHOULD BE ADDED TO EACH CORNER, THO 8X8'S WOULD BE BETTER.

Dear Sergeant J. C. B.,

When in doubt play it safe.

The purpose of the revetment is to protect personnel and equipment. Anything that'll jeopardize either has got to go.

The TM's warn that caution should be taken when adding sand bags to the roof and the supports should be sturdy enough to carry the load. If the bag supports are a possible hazard then, as a minimum, a 4x4 timber post should be added to each corner. An 8x8 post at each corner would be the safest.

Half-Mast

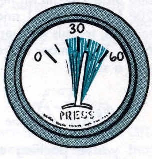
OIL PSI 60 OR HIGHER?

NO, DON'T RETIRE

Dear Half-Mast,

The oil-pressure-gage needles on our 10-KW MEP-018A generators peg over past 60 PSI. TM 5-6115-275-15 (Jul 69) says operating range is 30 to 40 PSI. Which is right?

SP5 D. A. P.


30
0
60
PRESS

NO SWEAT AREA

Dear Specialist D. A. P.,

Your gage is. Oil pressure from 20 to 60 PSI, at 1/4 throttle to full rated speed, is OK. No sweat either if it goes a little past 60 PSI. The TM is getting corrected.

Half-Mast

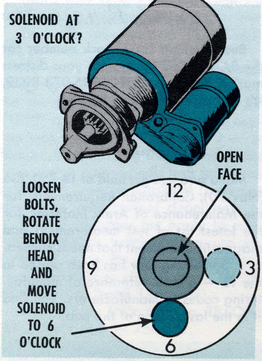
WATCH THE CLOCK...

6-HP STARTER ROCK

The starter solenoid on your 6-HP Military Standard Engine has to be in the 6 o'clock position on your 4A032-I or-II engine or it'll bump into the preheater shroud.

Some replacement starters, FSN 2920-882-3401, such as those from Prestolite, may have the solenoid mounted at 3 o'clock position . . . or straight up 12 . . . or 9 o'clock.

You can adjust these to work by turning the Bendix head of the starter on the case. Loosen the bolts that hold on the "business end," slip out their shanks, turn the gizmo to match your engine, retighten the bolts . . . and there, you have it.


SOLENOID AT 3 O'CLOCK?
OPEN FACE
LOOSEN BOLTS, ROTATE BENDIX HEAD AND MOVE SOLENOID TO 6 O'CLOCK
12
9
3
6

Connie's Mini Mini's

Found: Jeep Cold Kit

If you have trouble getting the Door and Side Curtain Kit in TM 9-2320-218-20P for your M151 and M151A1 quarter-tons, try this number: FSN 2590-788-6262. The number in the manual will get you a switch.

Mark Before Moving

If you're packing equipment for a move — retrograde or otherwise — get the latest edition of SB 38-100 (Jul 70), Army preservation, packing and marking materials, supplies and equipment. Save time, equipment — and your jangled nerves.

Distress Battery

Been looking for a stock number for the BA-1574/U battery for your distress marker light? Use FSN 6135-073-8939. It's on page 4, Ch 2, to SB 11-6.

Calibration TB

Make sure you get hold of TB 750-236 (Nov 70), Calibration Requirements for the Maintenance of Army Material, for the latest list of test measurement and diagnostic equipment that needs calibration. Something new has been added to the TB — a cross reference of manufacturing codes to manufacturers. You find it in the last section of the pub.

M-2 Meter?

If you've got the M-2 time totalizing meter on the front panel of your AN/ARC-134, count it an unofficial bonus — use it. The M-2 was originally for Air Force use, but you can use it when reporting the hours since the last failure on EIR's (DA Form 2407).

No Monthly DA 2406 To DA

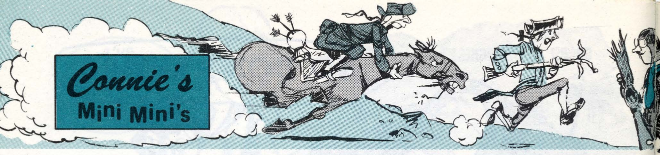
DA has dropped the *monthly* accumulative materiel readiness reports for items marked by asterisk (*X) in Appendix C of TM 38-750. Hereafter, accumulative DA 2406 reports for items identified by ECC's FB, GL, HI, ND and PG will be made only on the 20th of March, June, September and December, just as they are for other DA 2406 items in Appendix C. Word on the change went out in DA Msg 142143Z Dec 70.

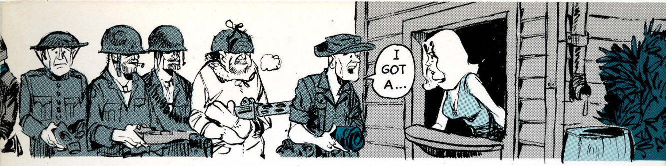
Pot That Current Drip

Current shorting thru load receptacles, FSN 5935-374-5087 on your 45-KW Mdl 52300 Stewart-Stevenson generator is curable. Clean and fill the receptacle backs with potting compound, FSN 8030-881-5238, to block out rainwater and condensate . . . and it's smart to keep receptacles capped when you can. TB 750-971-4, page 6, gave the word 'way back in '68.

Would You Stake Your Life right now on

Connie's Mini Mini's





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Flying Helmet TM

You'll find the latest maintenance and repair parts info for your APH-5, APH-5A, APH-5B, SPH-4, and AFH-1 in TM 10-8415-202-13 (Oct 70).

Jeta FSN Switch

When your 15 KW Jeta MD 151815WA generator set needs a starter, ask for FSN 2920-679-5875. The old starter, FSN 2920-830-6568, isn't around any more, and the substitute that you may get under that FSN will fit but won't let you close your front panel.

Hang It Up!

Hey, troop. Do your telephone handset a favor by securing it after you use it. Letting it dangle loose in a van, a shelter or a vehicle can get it stomped, bounced, banged and butchered. Which won't help anybody.

"F" For Ford

Type "F" is the only oil you use in the automatic transmission of your Ford vehicle (1967 and later). If you use Type "A," you're askin' for oil loss, band wear and early transmission failure. Type "F" comes under FSN 9150-843-1636 (or, if you local purchase it, make sure it carries the Ford spec number, M-2C33-F).

Less Paperwork

Toss the engine turbine wheel record, DA Form 2408-19, out of your Kiowa and Cayuse log books, mechs. It's no longer needed per DA Msg 29 1945Z Oct. 70.

LOH Fuel Filters

Hold one, Birdmecs. OH-58A and OH-6A fuel filters are condition items . . . not replaced at 300 hours as noted on page 27 in PS 216.

Antifreeze Stays

Two years or more!

That's how long you may keep the antifreeze in your engine cooling system.

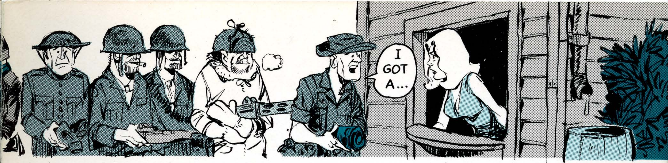
This's the new word in TB 750-651 (22 Jan 71).

No more dumping your antifreeze every spring like the TB used to say. So the antifreeze you put in last fall (1970) could stay in your engine cooling system until the fall of 1972 — or longer. Just how long will depend on the outcome of your periodic tests for freeze protection, reserve alkalinity (corrosion protection) and coolant cleanliness.

TB 750-651 does not apply to commercial-design administrative-use vehicles. You go by the manufacturer's recommendations. Like it says in TM 38-600 w/Ch 1, 2 and 3 (Aug 68).

Many older TM's mention TB ORD 651. That's now TB 750-651.

Would You Stake Your Life right now on the Condition of Your Equipment?



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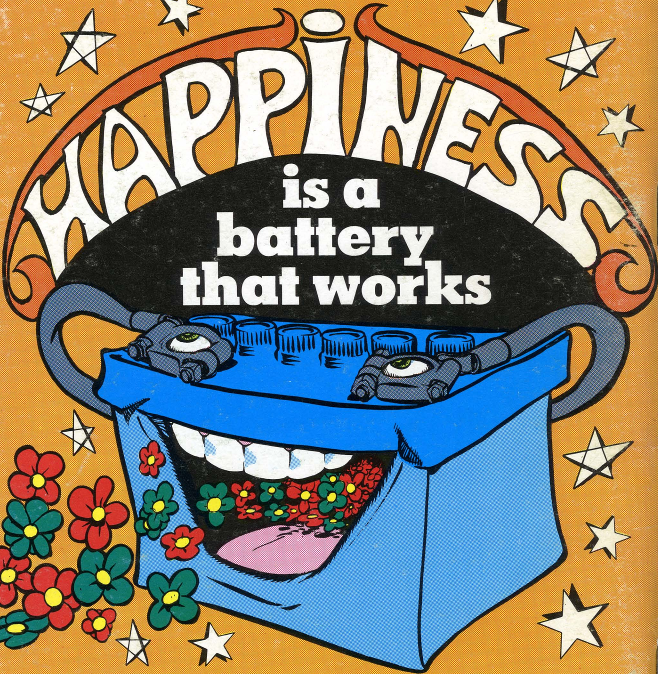
HAPPINESS
is a
battery
that works

Keep your lead-acid batteries working

☐ WATER LEVEL UP ☐ CLEAN ☐ CONNECTIONS TIGHT